Always pronounced equal to home

NOTICE.

Communications respecting Advertisements. Sub-veriptions, Printing, Binding, Sc., should be addressed Daily Pures only, and special business matters

Advertisements and Subscriptions which are not sedered for a fixed period will be continued until

Orders for enten copies of DAILY PREM thould be

sent before II a.m. on day of publication. After that hour the supply if limited. Only supplied for Cash Telegraphic Address Paus. A.B.C. Code:

P. U. Box 20. Telephono No. 12.

NEW ADVERTISEMENTS

WANTED.

ENGLISH or FRENCH NURSERY GOVERNESS, for 2 children. Entire

charge. To teach French, English, and Music

WANTED.

TWO experienced BOOK-KEEPERS; no others need apply. Portuguese preferred. Good positions offered in Robe and Yokohama to gentlemen producing the highest

testimonials of character and ability.

PUBLIC AUCTION.

THE Undersigned has received instructions

PUBLIC AUCTION,

SATURDAY, the 7th January, 1899,

Commencing at 2.30 P.M.

at his Sales Rooms, Zetland Street, No. 2.

A LARGE QUANTITY OF USEFUL

Comprising :—

DRAWING-ROOM SUITES, WARD

OVERMANTELS

BUARDS, DESKS, CENTRE TABLES,

SIDE TABLES. EXTENSION DINING

TABLES, WHATNOTS, CHAIRS, WASH

ING STANDS, TOILET TABLES, CAR-

PETS, PICTURES, CLOCKS, ORNA-

MENTS, GLASS, PLATED, and CROCK-

A few Pieces of CANTON CARVED

PAUL BREWITT,

SIEMSSEN & CO.

1 GENT'S and 1 LADY'S BICYCLE.

Catalogues will be issued prior to Sale.

FUR YOKOHAMA AND KOBE.

"DOROTHEA BICKMERS."

Captain Page, will be despatched for the above

CHINA NAVIGATION COMPANY,

LIMITED,

FOR SHANGHAI,

"WOOSUNG,"

TO MORROW; the 6th inst., at 3 P.M.

Hongkong, 5th January, 1899.

Hongkong, 5th January, 1899.

TIME Company's Stoomship

Hougkong, 4th January, 1899.

be obtained

HE Steamship

Captain Dawson, will be despatched as above

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

FOR SHANGHAL.

" PEIYANG,"

Captain R. Köhler, will be despatched for the

above port on SATURDAY, the 7th inst., at

For Freight or Passage, apply to SIEMSSEN & CO.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR AMOY AND JAVA.

"KWEIYANG,"

Captain Outerbridge, will be despatched as

above on SUNDAY, the 8th inst., at DAYLIGHT

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

"BEN" LINE OF STEAMERS.

NOTICE TO CUNSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON, AND

SINGAPORE.

CONSIGNEES of Cargo are hereby in

at their risk into the Hongkong and Kowloon

Wharf and Godown Company's Godowns,

whence and/or from the Wharves delivery may

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 11th instant will be

All claims against the steamer must be pre-

sented to the Undersigned on or before the 18th

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

Bills of Lading will be countersigned by

THE

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE

UNITED STATES.

RESULT OF 1898.

New Business ...£ 35,416,667

Policies in Force...£204,166,167

Total Assets£ 53,125,000

Surplus Funds ...£ 11,458,333

These figures are preliminary and subject to revision; the information is published at earliest

moment for the benefit of the now considerable

number of policy-holders resident in the Far

OIL AND WATER COLOUR

EXHIBITION.

MR. J. ROBERTON, Landscape Artist, will exhibit some of his pictures of

English and other Scenery, in the Sr. An. DREW'S ROOM of the City Hall TQ-DAY

(THURSDAY), 5th "January," from 10 'A.M.

and from 2.30 P.M. to 6 P.M.

in 1897

Hougkong, 3rd January, 1899.

32,609,103

10,529,828

W. H. TALBOT,

Sub-manager for the East.

GIBB, LIVINGSTON & CO.,

inst., or they will not be recognised.

examined on the 10th inst. at 3 P.M.

Hongkong, 4th January, 1899.

in 1897

No Fire Insurance has been effected.

formed that all Goods are being landed

ERY WARE, &c., &c., &c.

BLACKWOODWARE.

THE Steamship

For Freight, apply to

2 COTTAGE PIANOS.

On View at the Undersigned's.

Hongkong, 5th January, 1899.

ports TO DAY, the 5th inst., at 4 r.m.

Hongkong, 5th January, 1899.

THE Company's Steamship

Terms of Sale :—As Customary

HOUSEHOLD FURNITURE

Kobe, 26th December, 1898.

Apply to

Hongkong, 5th January, 1899.

MRS. BUTTANSHAW.

A. A. VANTINE & CO.,

No. 113, Kobe,

6, Dos Voux Villas, Penk.

INTIMATIONS

CITANDARD LIFE ASSURANCE CO.

The Yearly cost to secure £1,000 with or without Bonns additions, on attaining a fixed age, or at death, if previous, can be ascertained on application to the Understand.

Premiums can be paid quarterly or half

IMPORTANT NOTICE.

EXTENSION OF VISIT.

WING to pressure of business PROP

GREATEST BLESSING OF LIFE.

PROF. H. WINTER.

THE GREAT AMERICAN INDIAN EXPERT,

Warrants to Cure Hard and Soft Corns, Bun-

Guarantees to take them out without pain or

drawing blood, and, further, guarantees to per-

form a perfect cure.

Mr. WINTER'S fame is spoken of in the highest

erms by various well-known gentlemen who

have suffered for years with corns, and on

He is now on his tour around the world, and

has just arrived from India and will remain

till the 10th of January at Thomas's Grill.

Room: No 4.

Office hours from 8 A.M. to 4 P.M.

Consultation free of charge.

Those who wish Mr. Winter to visit them, will

please send their address, and he will call on

Mondays and Fridays, between 2 and 3 p.m.

CHARGES MODERATE.

Private interviews will be given between

WANTED.

CAPABLE BUSINESS MAN to

take charge of a Raw Silk and/or Silk

"ROBISON & CO.,"

RADECKER & CO.

Care of Office of this Paper.

1 and 3 P.M.

Hongkong, 4th January, 1898.

Piece Goods Business in Yokohema.

Hongkong, 27th December, 1898.

NATIONAL ASSURANCE COMPAI

OF IRELAND.

ESTABLISHED 1822.

CAPITAL £1,000,000

Funds (over) 500,000

The Undersigned having been appointed

AGENTS for the above Company are prepared

to ACCEPT RISKS against FIRE at Current.

KOWLOON EXTENSION.

JUST RECEIVED.

LOON and ADJACENT TERRI-

TORIES showing the Boundary under the

New Convention, with the Towns, Villages,

&c. Prepared from Authoritative Sources and

To be had at Messrs: KELLY & WALSH, LD.

NOTICE OF FIRM

THE Undersigned have This Day opened

1. the premises at 43a, Queen's Road

EAST as a CYCLE EMPORIUM and beg to

solicit the patronage of the public of Hong

kong. A first-class selection of CYCLES

(LADIES' and GENT'S) is on view and inspection

is freely invited. Repairs undertaken and

THE NEW BALMORAL GOLD MINING

CO. LIMITED.

(IN LIQUIDATION).

TREFERENCE Shareholders ON THE

REGISTER of the above Company can

Shareholders NOT ON THE REGISTER

W. HUTTON POTTS.

General Managers.

may transfer shares to me, but no other trans-

THE WANCHAL WAREHOUSE AND

STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the EIGHTH ORDINARY ANNUAL MEETING

of the SHAREHOLDERS will be held at the

January, 1889, at 3 o'clock in the AFTERNOON;

for the purpose of receiving the report of the

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 16th January,

THE WEST POINT BUILDING COM-

PANY, LIMITED.

NOTICE OF CALL.

OTICE is hereby given that at a Meeting of the Board of Directors of the above Company held at No. 5, QUEEN'S ROAD

CENTRAL, Victoria, Honghong, on the Sixth

day of December, 1898, the following Resolu-

"That a first and final call of Ten Dollars

'(\$10) per share, upon all the Shareholders in

"the above Company, in respect of all the shares "held by them in the above Company, be and

the same is hereby made. Such call to be

paid to the Company at their Bankers, the

Houghong and Shanghai Banking Corpora-

tion, Queen's Road Central, Victoria, Hong-

Kong, on or before the 1st day of March,

HONGKONG LAND INVESTMENT & AGENCY

COMPANY, LIMITED.

General Agents.

EDUCATION IN ENGLAND.

HEATH BROW SCHOOL,

HEMEL HEMPSTEAD, HEBTTOEDSHIRE.

(Established 1820)

HIS School, situated in a beautiful and

course of instruction combined with a thorough

athletic training and every domestic comfort.

Complete Absent

bracing locality, offers a comprehensive

Hongkong, lat January, 1899.

THE WEST POINT BUILDING CO. LIMITED

A. SHELTON HOOPER,

Secretary to the

By Order of the Board of Directors.

1st General Managers, together with a Statement 188 of Accounts to the 31st December, 1898.

Hongkong, 80th December, 1898.

Office: No. 2, Albert Road,

1899, both days inclusive...

Office hours, 2 to 3 P.M.

Hongkong, 4th January, 1899.

Hongkong, 26th September, 1898.

-McKIRDY & CO.,

Cycle Agents.

Hongkong, 28th October, 1898. (2319)

rinted in Colours. Frice \$1.

Daily Press Office.

accessories supplied.

E have this day admitted Mr. now obtain Scrip for Shares in Queen Mines, LEONARDO NORONHA and Mr. Limited, upon executing an Agreement in my

Printers and Publishers. fors can be registered.

R. HANS LEHMANN and Mr. ERNST Office of the General Managers, No. 5, QUEEN'S GOETZ have this day been admitted ROAD CENTRAL on MONDAY, the Leth

Hongkong, 19th Sentember, 1898.

Reply to.

whom he has operated.

ions, In-growing Nails, and Warts.

WINTER will remain here till the 10th of

DODWELL & CO., LIMITED,

12-1394

yearly without extra charge.

Hongkong, 9th August, 1898,

the Bliest and still mmeasurably the best reading for Livertising among the Nestva Community. Established for nearly Posts TRANK circulates largely throughout Southern Chies Indo-China etc.

No. 12,747

THE MANAGER,

continuanted.

號七十四百七千二萬壹第

THEATRE

出四十二月一十年四十二烯光

ENTERTAINMENT

CITY HALL:

TOUGHOUGH AMATEUR DRAMATIC

will produce a Pantomime entitled,

THE YELLOW DWARF,

HARLEQUIN, THE KNAVE OF HEARTS,

FAIR PRINCESS.

On the following dates :-

(THURSDAY), 5th January, 1899.

Doors open each evening at 8 P.M. Performance at 8.30 Precisely.

Stalls and Dress Circle33

Half Price to Soldiers and Sailors in uniform

The Ticket Office at the Theatre is now open

and Seats can be Booked from 10 a.m. to 4 P.M.

every day, Sundays and General Holidays

Late Trams to the Peak a quarter of an hour

L. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

WHER DAYS 7.30 A.M. to 7 P.M.

SUNDAYS 10 A.M. to 4 P.M.

N and after the 1st January, 1899, our

hours of Business will be as follows:-

Medicines and necessaries can be obtained at

any time from the English Assistants on duty:

A. S. WATSON & CO., LIMITED,

Hongkong, 29th December, 1898.

Hongkong, 31st December, 1898.

75. Wyndhâm Street.

ESTABLISHED A.D. 1841.

NOTICE OF REMOVAL

E have This Day REMOVED our Office from Straut are Straut to Me

SALE OF GRIFFINS.

TARREE DERBY GRIFFINS Laving

by Anction at KENNEDY'S STABLES at Cause-

WASSIAMULL ASSOMULL,

No. 46, QUEEN'S ROAD CENTRAL.

AS for Sale Indian Carpets, SILK DED

COVERS, SILE TABLE COVERS, SILE

MANTLE PIECES, SILK CENTRE PIECES, SILK

DEESSING GOWNS, CRAPE BILK SHAWLS,

CASHMERE SHAWLS, CEYLON LACE, and all

kinds of Silk Piece Goods. All at Moderate

HOT WATER,

for BATHS, &c., can be quickly and easily ob-

Full particulars can be obtained from the GAS

VICTORIA LITHOGRAPHIC WORKS

KENNEDY TOWN, HONGROUG.

FIHIS Establishment is now OPENED with

is prepared to receive Order for plans, Views,

full plant of New MACHINERY, &c., and

Orders will be received at the Office No. 43,

NOTICES OF FIRMS

NOTICE.

NOTICE

TROM date my business will be carried on

NOTICE.

under the Style and Firm of GEO. R.

ARNHOLD, KARBERG & CO.

London, New York, Hongkong, and China, Ist

NOTICE.

TE ALFRED PUSTAU and Me

IVA. JULIUS FOCKE have this day been

admitted Partners in our Firm in Hongkong

NOTICE.

R. GUSTAV ADOLPH DEGENER-

IVI BOENING retired from our firm on

We have established a branch of our firm at

to Sign our Firm by procuration in Hongkong

NOTICE.

THE business of DODWELL, CARLILL

* & CO. here and at Shanghai, Hankow, Yokohama, Kobe, Tacoma Wash., Portland Or.,

Victoria B.C., and Dock House, London, has

from this day been transferred to, and will be

DODWELL AND COMPANY, LIMITED

Mr. EDMUND SINGLETON WHEAL.

LER has been appointed Managor, and Mr.

GEORGE HAROLD MEDHURST Sab-

Manager, at this port.

All Debts due to or by the Firm of DOD-

WEILL, CARLILL & Co. will be received or

NOTICE.

R. JULIUS FOCKE has this day been

NOTICE

LAUTS & HAUSLOOP.

Va admitted a Partner in our Firm.

LAUTS, WEGENER & CO.

Mr. C. SCHWENCKE has been authorized tion was passed.

CARLOWITZ & CO.

GEO. R. STEVENS.

JOSE PEDRO BRAGA-Partners in our / Office.

Wyndham Street, Care of Messrs. ARRATOON

[119] tained by the use of GAS WATER HEATERS.

Hongkong, 29th December, 1898.

Circulars, or any other class of Work.

Hongkoug, 24th November, 1898.

Hongkong 31st December, 1898.

Hongkong, 1st January, 1899.

COMPANY, West-Point.

V. APCAE & Co.

STEVENS & Co.

Partners in our Firm.

and Canton.

lst January, 1899.

the 31st December, 1898.

from this date.

TEINTAU (Kiaotachou Bay).

conducted under the title of

paid by DODWELL & Co., Ltd.

Swatow, 1st January, 1899.

Hongkong, 1st January, 1899.

Hongkong, 1st January, 1899.

way Bay on a date to be subsequently fixed.

Hongkong, 27th December, 1898.

arrived from Shanghai they will be sold

Office from STANLEY STREET to No.

ROZARIO & CO.

Telephone No. 47.

Hongkong, 27th December, 1898.

E. W. MITCHELL,

Hon. Becretary.

SATURDAY, 7th

WEDNESDAY, 11th

SATURDAY, 14th

MONDAY.

itter fall of the curtain.

THIS EVENING

HONGKONG, PHUBSDAY, JANUARY 518, 1899.

Espp. 1864.

15. Queen's Road.

THE

统工月正年九十九百八十七年往

CHEANIPACINES PAUL DOMMIER & Co. C. H. DARGONNE & Co., VIN. 1892. TEROY, VIN. 1893. LANSON, VIN. 1893.

PIPER-HEIDSEICK, vis. 1892.

POMMERY AND GRENO.

KRUG, vir. 1892. BOLLINGER, VIN. 1893. LOUIS RODERER, GRAND TIM. SEC. DOYEN & Co. vm. 1893.

Telephone No. 75.

CALDBECK. MACGREGOR & CO..

SOLE AGENTS.

CUTER, PALMER & CO. Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4-STARS on the label. Price \$22.50 per 1 dozen bottles.

VERY GOOD COGNAC. Somewhat younger than the above. Distinguished by 2-STARS on the label. Price \$16.75 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each "bottle bears an analyst's certificate. The quality is guaranteed. Price \$20.00 per 1 dozen bottles.

C.-P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles.

Price \$10.75 per 1 dozen bottles CHAMPAGNE BRUT A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the

debilitated. The price is but \$28.50 per one

dos, quart bottles.

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it.

Analyzed and Certificated by Professor Cassall Price \$20.00 per 1 dozen bottles.

DOURO PORT This is a fine quality Wine of exceptionally Price \$14.25 per 1 dezen bottles.

> SHERRIES. AMOROSO. The Earl Misa's shipping. Price \$20.00 per 1 dozen bottles.

LA TORRE. Price \$16.75 per 1 dezen bottles. Pure and natural Wine: a torifo.

CLARETS in Quarts and Pints.

LIQUEUR. BENEDICTINE, D.O.M. Price \$39.75 per 1 dozen botiles.

Agents-SIEMSSEN & Co., Hongkong.

DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM. For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST. PRICE 50 CENTS AND \$1-

NEW MAP of HONGKONG, KOW. For COUCHE, COLDE, HOARSHYESS, INFLUENZA, ABTHMA, CONSUMPTION, HOOPING COUCH, BRONORITIS, and all Diseases of the CHEST and LUNGS, PRICE SI per Bottle.

VICTORIA DISPENSARY.

Hongkong, 19th December, 1898 QUEEN'S ROAD. BEST ENGLISH AND FRENCH CONFECTIONERY.

Chocolate Praliné, Chocolate Nougatine, Chocolate Pistache, Chocolate Almond, BEST PARISIAN CREAM, CHOCOLATE MONLED ALMOND, CHOCOLATE CROQUANTE CHOCOLATE, NOUGAT SQUARE, &c., &c., &c. DRAGEES ALMONDS, DRAGEES LIQUORS, DRAGEES CHOCOLATE, DRAGEES VEGETABLES, PEALINES, JUJUBES, NOUGATINE NEVERS CHOCOLATE, NOUGATINE NEVERS PISTACRES.

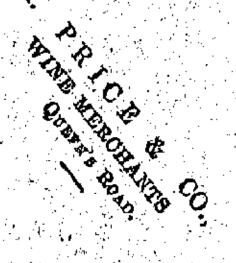
Fondants, Fourres, Panachès, Monacos, Mascotte. Dattes Fourrès, Bigarreaux, &c., &c., &c. CRYSTALLIZED FRUITS.

) Oyal Plush Box, Glove Box Louis XIV., Rosette Box, Aggortment of Crescent Box, Diamond Simpe, Plash Photo. Box. BONBONNIERES) Square Box, Easter Box, &c., &c., &c., &c.

G. GIRAULT, 6, QUEEN'S ROAD CENTRAL

TRADE MARE.

SPIRITS



STOUT

LIQUEURS.

& CO.

Dress shirts, ties, gloves, court shoes, silk socks, &c., &c

ZYNKARA! ZYNKARA! BOILER FLUID.

THE BEST PRESERVATIVE FOR STEAM BOILERS. PREVENTS CORROSION, RUST & SCALE.

Adds many years to the life of a Boiler and more than saves its ENTIRE cost in saving of REPAIRS slone.

INVALUABLE FOR STEAM LAUNCHES. Perce \$2.50 per gallon, in 10 gally drams.

THE PHARMACY, 22 QUEEN'S ROAD. (OPPOSITE THE HONGROUG HOTEL.)

FLETCHERS, COMPOUND COUGH BALSAM. worm preparation is specially recommended for its demolocat and expectors

HOTELS.

A First Class Hotel in every respect, Elegantic Furnished Reading, Music, and

Dining Accommodation for 250 persons. Hydraulic Elevators to every floor,

Smoking Rooms.

Cuisize of the best. Hot and Cold Water throughout.

Wives and Groceries imported specially from Europe and America.

Electric Lighting in the Hilliard Rooms. Wines, &c., cooled by Refrigerator.

All Hotel Lineu washed on the premises by Machinery.

Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

PEAK HOTEL

CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria I.350 feet above sea level CRAIGIEBURN is situated at Plunkett's Gap, five minutes walk from Peak Hotel. Fine healthy location—variety of beautiful

Cool southerly breezes in Summer, with perfeet protection against the North East Winds in Winter. Well appointed rooms, attentive service and

excellent Cuisine. GEO. J. CASANOVA, Manager. City Office, 7, Duddell Street.

RETREAT HAPPY VALLEY, SOUTH END of RACE COURSE REFRESHMENTS, DINNERS to be had at all times. SPACIOUS TENNIS GROUND available at \$1.50 per Afternoon (from 3 to 7 P.M.)

Tea-party entertainments served at moderate

SUI HEUNG PO. METROPOLE HOTEL,

SAUKIWAN ROAD. A N easy and delightful drive from the A. City.

BILLIARDS.

Luncheons and Dinners served on the short-Telephone No. 123. CHAS. DALTON,

Manager. Hongkong, 15th October, 1898.

HING KEE HOTEL (Established 1873) MACAO. NEW large S-storey building has been

A specially built in place of the old well famed establishment. It is pleasantly situated in the centre of PRAYA GRANDE, facing south, commanding a charming yiew of the sea on the All Bed-rooms well furnished and comfortable.

Cuisine Excellent. Terms Moderate, L. HING KEE, Proprietor.

Telegraphic address "HINGKEE." BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUN-DAYS excepted) by the Magnificent Salcon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance o visiting this famous old City.

For Terms, apply THE MANAGER. Telegraphic Address, "Boavista."

VICTORIA HOTEL, SHAMEEN, CANTON GOD ACCOMMODATION, Excellent

T CUISINE. Every CONVENIENCE for TOURISTS. MADAR & FARMER, T. F. da CRUZ, Manager. Proprietors.

Telegraphic address : "VICTORIA." A. B. C. Code used. Canton, 1st November, 1898.

AMOY HOTEL. KULANGSOO ISLAND.

FIGHE Proprietor of this First-Class Establish ment begs to inform the public that he is now prepared to receive visitors. The Hotel is very nicely situated and commands a magnific-ent view over the harbour. Special attention is given to the Cuisine and the best of Wines are supplied. R. ZOLLNER,

Proprietor. Telegraphic Address : THE

NAGASAKI HOTEL. LIMITED,

NAGASAKI.

The FINEST HOTEL in the Far East. NEWLY OPENED. Cuisine under an Experienced French Chef.

Moderate Tariff. R. F. INMANN. Manager. Nagazaki, 6th December, 1838.

JADESTONE AND CURIOS. WE, the Undersigned, beg to notify the public that we have been carrying on

business as Exporters of China Goods for up. HEONG wards of 60 years past, enjoying the good opinion of all our numerous oustomers. We have now been appointed Agents for KWONG MAN CHONG, of Feking, in encient

OURIOS, PEARLES JADESTONE, and CRYSTAL WARE, &c., &c., of the best description, which we offer at most moderate Vintors are respectised invited to rall and make inspection at out practices. No. 90, Queen a Word Central. BUN SHING,

Towns for Antyspicing (Learning Louis free) on the State of the Control of the Co

r Colloquial Chinese.

PRICE \$21 PER MONTH SHIPPING.

ARRIVALS an. J. Wuhu, British steamer, 1,250, Bensen, Canton 3rd Jan., General Bubikarian & SWIEE. Jan. 4. Haimun; British str., 636. J. Douglas, Tamsui 30th Doc., and Amoy 3rd Jan., General—DougLAS LAPRAIR & Co. Jan. 4, Herichzollsen German str., 2,039, E.

Woltersdorff, Yokohama 26th Dec. General. - Melchers & Co. Jan. 4. Marin Jersen, Gorman steamer, 1,771. Mathiesen, Moji 29th Dec., Coals.-JEE-BEN & Co. Jan. 4, NAMMANG, German str., 983, Th. Lechmann, Taiwanfoo, Amoy and Swatow 3rd

Jan., General DOUGLAS LAPBAIR & Co. Jan. 4. Rosetta, British steamer, 2,039, E. P. Bishop, Yokohama 28th Dec., General Jan. 4 Siniria, German str., 2,125, Th. Hildebraudt, Kobe 29th Door General Can-LOWITZ & Co. ..

Jan. 4, Tantalus, British str., 2,281, W. T. Hannah, Liverpool and Singapore 28th Dec. General.—BUTTERVIELD & SWIRE, Jan. 4, Tsiwan, British str., 2,269, Ramsay, Moji 30th Dec. General.—Butterfield

Jan. 4, TENKUI MAEU, Japanese str., 1815, K. Ito, Moji 30th Dec., Coal - CHINESE Jan. 4, Hakata Maru, Jap. str., 6,000, F. L. Sommer, Yokobanka and Moji 31st Dec. General.—Nippon Yusun Kaisha. Jan. 4, PHRA C. C. KLAO, British str., 1,012,

Pigot, Bangkok and Anghin 28th Dec. Rice, &c.—Chinesa. Jan. 4. Painz Heinrich, German str., 3,902. Cuppers, Shanghai 2nd Jan., Mails and General.-MELDHERS & Co. Jan. 4, SULTAN, British str., 1,644, P. M. B.

Lake, Moji 29th Dec., Coal.-JARDINE, MATHESON & Co. an: 4. Zwerna, British steamer, 646, Nesbitt. Samarang 26th Dec., Sugar.- LAUTS. WEGENER & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 4TH JANUARY. Haiphong, French str., for Saigon. Else, German str., for Bangkok.

Dagmar, Norwegian str., for Saigon. Kohinur, British str., for Singapore. Mongkut, British str., for Saigon. Wuhu, British str., for Shanghai. Phranang, Brench str., for Hollow. Esmeralda, British str., for Manila. Hoihao, Fronch str., for Manila. DEPARTURES.

Inn. 4, THALES, British str., for Swatow Jan. 4, GERMANIA, German str., for Saigon. Jan. 4, Hone LEONG, British str., for Amoy. Jan. 4, HAILAN, French str., for Hollow. Jan. 4, REUCE, Amr. ship, for New York. Jan. 4, TRIUMPH, German stra for Pakhoi. Jan. 4, ESMERALDA, British str., for Manila.

Jan. 4. KOHINER, British str., for Calcutta. Jan. 4, HOLHAO, French str., for Manila. PASSENGERS. Per Haimun, from Tamsui, &c., Dr., Clarke, Per Tsinan, from Moji, Messra. Guthrie and Calder, and Mrs. Mills. Per Nanyang, from Taiwanfoo, &c., Capt. A.

Anderson, Messrs. Chan Non Hock and Chan' Whedon, A. H. Kelly, C. Holman, Ernest Graham, and W. H. Devine. Per Hohenbollern, from Yokohama, Mr. J. J. Collins, Dr. S. Proskowriakoff, Messrs, J. Cologan, P. Pietzeher, Mrs. Ritter, Mr. G. Kirohner, Miss de Kantzow, Mr. and Mrs. Crenz and children, Miss Helene Sachse, Messrs, G. Dodd,

Clay McCauley, H. Walter, Sig Angelo Toni, Fadeef, Consul Krien, His Excellency Makowsky, Messrs. Walff and Meyer. Per Prinz Heinrich, from Shanghai, Dr. Wiegen and deughter, Messrs. Chas. Servais, Valere Richard, Brotge, F. A. Cruittschants, Mrs. Col. Johnson and infant, Messra, Magens and Justus Rouget, and Mrs. Powell and child.

DEPARTED Per Esmeralda, for Manile, Mr. and Mrs. Wilson, Messra. R. Bestran, F., Gairez, Marce, E. L. Leiper, M. Shoemaker, M. Slanbi, E. Mirguez, A. Alfogeme, B. Pieuka, J. A. Thomson, T. Toledeno, McGuerno, C. McCrnby, J. J. Collins, Debreimer, Hediger, B. D. Wheden. C. McCauley, L. Tiemann, Mrs. and Miss Hogg.

VESSELS IN DOCK. ABERDEEN DOCKS.—Machewill KOWLOON DOCKS.—Isidoro Pons. H.I.G.M.S. Kaiser, H.I.G.M.S. Moeve, Geffon, and Kaiserin Augusta, Bygdo, Ask, H.M.S. Pigmy, Athenian, Isla de Cuba, Isla de Luzon, Amigo, Oalo, Ynensang.

COMOPOLITAN DOCK.—Honam. TO-DAY. A. D. C. Pantomime, City Hall, 8.30 p.m.

HONGKUNG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

TIME TABLE. 7.30 a.m. to 10.30 a.m. ... Every quarter of an hour

11.80 a.m. to 12.50 p.m. ... Every half hour.
12.80 p.m. to 2.30 p.m. ... Every quarter of an hour.
3.80 p.m. to 8.00 p.m. ... Every quarter of an hour.
An additional car will run at 2.40 p.m. until further notice. Night care at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half bour.

8.45 a.m. to 10.15 a.m. Every half hour. 10.30 a.m. and 10.40 a.m. Noon to 2 p.m. Every quarter of an hour

General Managers. Hongkong, 21st November 1898:

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Hongkong, 18th October, 1898. R. J. REMEDIOS.

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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

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Me. N. LAZARUS, Occulist-Optician, of London and Calcutta, may pe consulted for SPECTACLES at FLETCHER & Co.'s PHARMACY. (Opposite the Honeskong Hotel). ... 9 m. to 5 p.m.

A great proportion of cataracts and discusses affecting those advancing in life occur to those having some defleiency in the construction of the eyes, -the many years of "Eye Strain" onding in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

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Orders or extra comes of PARLY PRINTS should be sent before it a.m. on day of publication. After that hour the snaply is timited. Only supplied for Cash Telegraphic Address Puess-A.B.C. Code. J.P.O. Box. 20 Talenhone No. 12

On the 3rd January, 899, at 2.30 p.m., at No. 3. Mosque Junction, the wife of Mr. ROMUALDO MARIA DES UZA, of a son.

Hosekose, January 5th, 1899. Lord Charles Beresford visited the docks at

Kowloon yesterday. Yesterday the mistress of a brothel at 21. Possession Street, and her foki, were each fined 875 for selling intoxicating liquors without a

At the Magistracy yesterday four chair coolies employed by Mr. E. S. Kelley, of Richmond Road, were each fined \$10 for leaving his

service without reasonable notice. The Hon. Treasurer of the Alice Memorial

and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals :- Alex. Mackenzie, \$10. A meeting of the Smitary Board will be

held this afternoon. The Acting Registrar-General pursuant to notice, will move. " Phat in view of the alleged recrudescence of bubonic plague in Ciuton and its neighbourhood the Aforeminent be useed to take steps for the medical inspection of passengers from Canton whether artising by river steamer or by native

Yesterday Mr. A. J. Roberton opened his exhibition of pictures in the Cité Helkand it will be open again to-day. The exhibition justifles our expectations with regard to it. Many of the paintings are exceptionally good, the beautiful, warm, harmonious colouring displayed in their treatment being particularly noticeable. Among the visitors vesterday was Lady Blake, who purchased a Singapore sketch.

A paval court of inquiry into the circumstances attending the broom the British ship Troop on the 14th December was held at Yokobama on the 20th and 21st before Mr. A. C. Boner. H.B.M. Consul. Considerable evidence was heard, at the close of which the Court retired | consequence be some delay. But Liu has, the Admiral or Captain than on the individand returned the following finding:- The Court finds that the fire which occured on the vessel Troop on the morning of the 14th December ber clearly resulted from the wilful not of some person or persons unknown, who caused the gails lying for repair in the between deess to basituraled with some inflammable substance. and sho set fire to trem in two distinct places. The nerson or persons who so witfully caused the fire formed part of the ship's company of the Proop, but that there is not sufficient evid. ence to show the guilt of any particular nerson pripersous, and that in the opinion of the Court at is the daty of the moster or any other memther of the ship's company to take every possible On the word Documber Emil Gorig, the | day, the 28th ultimo, at 6 p.m. lawnin of the ship, was charged in the British ! but with causing the fire and was committed for this port on the Srd anstant, and is due here who go straight shead. You must

Amongst the New Year honours Major. General Gascolgne has been made a U.M.G. This fact was mentioned by Mr. Francis, Q.C. in proposing the toast of the Services at the Navy League dinner on Tuesday night.

REUTER'S TELEGRAMS SUPPLIED TO THE "DAILY PRESS." LONDON, 2nd January.

The American flag has becurateisted at Havauntoward occurred. GREAT BRITAIN AND FRANCE IN

The Times protests strongly against the French dog-in-the-manger policy in Shanghai and says that Great Britain does not intend to | design by Mr. H. W. Hird, the priveipal feature submit to such treatment.

NEW YEAR HONOURS. Lord Cromer has been created a Viscount. Sir Philip Carrie and Justice Hawkins have been raised to the peerage. Col. Chermside has received the Cross of St. Michael and George, Mr. Cockburn, of the Peking Legation. has been made a Campanion of the Bath, and C. W. S. Kynnersley, Resident Councillor of Penang, a Companion of St. Michael and St.

SHOULD REFORM OF THE CHINESE ARMY PRECEDE REFORM OF THE FINANCES?

LORD CHARLES BERESFORD'S OPINION.

Lord Charles Beresford was entertained to tiffin by the local branch of the China Association at the Hongkong Club yesterday. Reporters were not invited, the proceedings being some private, but mention may be made of one important point touched upon.

Mr. J. J. FRANCIS. Q.C., the Chairms proposing the health of the distinguished guest expressed the opinion that China's chief n'see was reform of her finances and that this question should take precedence of the reform of Lord CHARLES BERKSFORD in the course of

his reply said he admitted all that Mr. Francis had said as to the importance of financial reform, but he pointed to the case of Egypt, in which country all attempts to reform the finances failed until there was an organised ormy to enforce the policy of the Government. Hi Lordship predicted that any attempt to reform the finances of China under existing conditions would lead to disturbances all over the country and argued that a trained army was therefore necessary to preserve order during the transi-

THE CHINAMAN AS A SOLDIER. LORD CHARLES BERESPORD'S VIEWS. In dealing with the question of the re-organisation of the Chinese army, at the meeting held in the City Hall on Tuesday afternoon Lord Charles Beresford spoke of the Chinaman as a soldier. He said he did not know any nation which had more of the characteristics required in soldiers. They were sober, obedient, easily managed, and quick to learn. If they were well led if their contract was kept as to their wages being paid on the first of the month, and they were properly fed and clothed, he believed they would make splendid soldiers. His Lordship mentioned two incidents in connection with the war with Japan. In one case the body of a General who was killed of his soldiers, and in another case so

was found surrounded by those of hundreds devoted to their General were some twenty. Chinamen who lay wounded in the hospital that when the latter went out to most the Japanese every one of them went out of the hospital and followed him, five of them having to be carried by their comrades, so badly wounded were they: They did not want anything better than that to show that these men would fight. (Hear hear? Let them go back to our own history. In our own troubles with China, who were the people who fought so well and were mentioned so frequently in the despatches? Why, the

coolies men picked up in the streets of Hongkong, who were shot down in hundreds while putting scaling ladders against the enemy's ramparts. His Lordship repeated

THE ROYAL HONGKONG GOLF BEST SCORE CUP FOR DECEMBER.

Only twenty-six entries were made for the above monthly competition, and the following are the scores returned:— Mr. W. J. Sannders ... Mr. C.A. Tomes Mr. E. F. Mackey Mr. W. A. L. Lethbridge 96 Mr. A. J. McClure ... Mr E. A. Ram ... Mr. H. L. Dalrymple:

I CAME, I SAW, I MY MASTERN TOUR. Manchester's getting anxious. Merchants are getting afraid. What's become of our profits?

Where is our Eastern tracks I started off in a hurry. Manchester said, "Goodbye: "Keep vour eyes wide open. "Heark to the merchant's ery!

'Travel all up the country. "Wander along the coast. "S e what the Chinaman's doing "He's getting us all on toast."

I rushed all over the country. I hastened through every port. Like a sort of human whirlwind Setting time and space at naught.

I knocked at the door of the Palace. I rang at the Minister's bell. I looked in on the Tsungli Yamen And heard what they had to tell

I was crammed with "Spheres of influence." I was stuffed with "the open door." I was scared by the Rossian Brain. A d charged by the German Boar.

I was "cornered" by every merchant. I was "put up" by every Bank, I was told that "Spheres of influence" In Far Kastern nostrils stank. I because a human grindstone

For each man's private axe. I did nothing but "get impressions" Like a piece of moulder's wax. I was dinnered by every Climmber

And teted on every side. And if I'd stopped much longer I think that I must have died. I'm off back now in a hurry. Once more o'er the ocean's foam; But I haven't the key to the puzzle,

For I left the key at home. Manchester's getting anxious. Merchants are getting afraid. What's become of our profits! Where is our Eastern tradet

THE BURMO-CHINESE FRONTIER Rangoon, 16th December. News from the frontier says that Mr. Scott murched together to Lwelsing, where the deli-

borntions began. We are told the Chinese by which we can handle the engines, handle Commissioner is adopting the same dilatory tactics as last year and that there will in received warning that the delimitation must usi man. But the individual man still comes proceed without him if he continues his present in, and we are very often prome to forget the course of obstruction, so probably when he finds I man behind the gun. The man behind the gun the British party merching without him, he wins the action, as the man in the old days did will find it to his interest to accompany them No doubt he now thinks that our Government is not in earnest, but when he finds that there must be no repetition of his last year's conduct he will, a la chinoise, cave in.—Rangoon Gazette

LATEST STEAMER MOVEMENTS.

The steamer Lightning, from Calcutta; left Singapore for this port on the 3rd inst. The steamer Chelydra, from Calentia and en to Bring the offender or offenders to just | Straits, left Singapore for this port on Wednes. The N. G. I. steamer Bingma left Bombay woung men who don't feur consequences, promulgated with regard to mayel defence;

on or about the 19th instant.

LORD CHARLES BERESFORD AT THE NAVY LEAGUE BANQUET.

On Passley night the Hougkong Branch of the Navy Longne entertained Lord Charles Bereeford at dinner in St. Guorge's Hall. Proddent of the Branch Commander W. C. Hastings R.N. (retired), occupied the chair, and amongst the company of about a hundred and fifty who sat down were H.E. the Governor, H.1 Major-General Gasonigne, Mujor Sir John Carrington (Hongkong Volunteer Corps),-Hon, H. ns. The ceremony was a simple one and nothing [F] Pollock, Hon. Dr. Ho Kai, Mr. T. Jackson Mr. A. P. MacEwen, Colonel Electric, R.E. Mr. H. A. Ritchie, Mr. R. M. Gray, Mr. J. Francis, O.C., and Mr. M. W. Slade, Secretary to the Branch. The dinner was provided by Mesers, Mader and Parmor. special menu card had been prepared from being a blue jacket standing at the "charge, with a scroll stating the occasion of the gather ing, "H.M.S. Condor" appearing above Lord Charles Beresford's name. The Band of H.M.S. Powerful was in attendance and played selections during the evening. Lord Charles Beresford made two important speeches, both of which were marked by passages of humour, and the other speeches were all good, especially one made by the Hon, H. E. Pollock in ro ying to the toast of the Navy League.

The toast of The Queen having been loyally The CHAIRMAN said-Gentlemon, in rising to propose the health of His Excellency the Governor I feel I am voicing your gratification when I say how pleased we are that Sir Henry Blake has honoured us with his presence at this. practically, the first public function, certainly. the first dinner, of the Hongkoug Brauch of the Navy League. Gentlemen, the health of His Excellency Sir Houry Blake. (Applause.) moment undergoing the pleasant experience that their reserves of seamen were feets. I only hope that as time goes on you world will empire, our very existence as a will not feel as John Brown did of his wife. Before he was married he felt that he could have eaten her, and over after he was sorry he ten the deeds of our great grandsizes in 1800 bedn't, (Laughter.) Up to the present moment | and wartime. Moreover, there were not want-I need hardly tell you there has been no opportunity of talling whether I can or can not do any good for this colony. There are certain shred the old lion's carcase and carry off the

questions awaiting development, and when we have decided where the Jubilee Road is to run -(langhter)-and the Lying-in Hospital to be situated; built a post-office with the roquirements necessary in a civilized community -(laughter and applause)-a Supreme Court in which the Judges may sit with safety-(renewed laughter) -and made roads over which the youth of Hongkong may ride paper chases from Kowloon to Sham Chun, I hope to be first spart, the big grasp at the twenty millions, able to come before you, when we may congretulate each other upon having done something, forgetting that time was not standing shin for I assure you that I am most anxious to do: whatever I can for the good of the colony. his grit; throughout the length and breadth of (Applause) I will not detain you longer, because Britain, he presched to his constrymon, show-I know that you are all most anxious to hear ing them that the old order had changed, steam what my noble friend Lord Charles Beresford and steel were not as wind and wood. When may have to say to you in connection with the world ourselves, and fought the world, Dutch-

Navy League, and as you listen to his honical men and Dagos had no place in our effections words you may rest assared that the same dolor. Navy. However, gentlemen, the League to signal " Well done Condor" to flatter from the | nature of the task undertaken by Lord Beresflagship and that under a heavy and continuous ford, and how loyalty and gultantly he bore fire patched the shot holes, in the boiler of the the brant of the battle. Three years ago our Nile steamer in the first unavailing search for League was born, of which, if he was not the Khartoum will carry to a successful issue all | founder, he is surely the foundation and corner that Lord Charles Beresford is doing for the stone, and our great oracle. Parely patriotic Navy League, for the people of England, and as are our aims, with no party platform, still, for the interests of the Empire. (Applause.) I our propaganda has not spread as widely or as can only for my own part, gentlemen, now rapidly in Great as in Greater Britain. The thank you most heartily for the manner in reasons are not far to seek : we have fewer

Navy, Army, and Reserve Forces," coupling it, if Britain lost command of the seas, not the with the names of Lord Charles Beresford | narrow seasonly, now mark you, gentlemen, but Major-General Gascoign, and Major Sir John | all the seas that girdle the earth. In Hong-Carrington, Hongkong Volunteer Corns.

Captain Hastings, your Excellencies, and gentle- Gentlemen, we are no b ther nor wiser than our men. I am very proud to have been suddenly called | fellows at home; we are not all, nor nearly all upon to return thanks for the great service to dilletanti one here for the good of our licalth. which I have the bonour to belong. As Mr. or to wour out our old ciotnes, but we seethat if treated fairly and led properly other extends all over the world rests manny on the hardy how what Britain was to lave, and defence which the Royal Navy can give, when we know locally what it has to be faced with speaking of the Royal Navy we must never be We are not uttorly solfish, it is led away by the idea that the Royal Navy is the enly of our own skins of which only service that keeps the empire going. Some | think. We are a portion of the tent-

of insurance was much larger then than to man those ships was not wanting (Applause.) now, if you take the proportion between As business people we would underwrite the vone water-borne commerce and the amount concern at a fair book value. This evening is represented by the Naval estimates. The unique in the annals of the Hongkong brauch Navy has been strengthened of late years, of the Lengue. We are honoured to night by but there are still a cortain number of things | the presence of the Grand Master of our suit, to be done to render your Navy efficient, and the man whom our children will hold hereafter there are still a certain number of things I as the saviour of his country, who ransed their do not like the word grievances - to be fathers to a sense of their duty, and thus secured remedied in order to render the navy pariently to them their beritage, which they their fathers happy and contented. It is the business of in their sloth and ignorance had imperilled. public men who have the car of the public As Leaguers, gentlemen, you are all the disciples to bring those matters before the public, of "Our Guest," Admirat Lord Charles Beres. The public is always generous to the Navy ford, whose health I now call upon you to and will undertake to remove any griev- drink. ance that exists. (Applause.) Amongst other things that we wanted very badly some time ago were docks and repairing incilities.

In the old days we were self-supporting. Yessels carried with them all the recessities most distinctive compliment you have paid me for repair-spars, canvass, and the planking to in this colony by asking me to be a guest at a mend the holes the enemy had been good Navy League banquet. I think the honour is the enough to make in your sides. (Laughter.) Now you have to go to a dool yard. But the human element is what will win an action. (Hear, hear.) . I believe at this moment our but who see the advantage of living under the officers and men are just as good us British flag. (Applause.) It is also a most disthey were in the old days.-(loud applause) | tinctive compliment to me to observe His Exect--only in the old days, and even when I went to | lenoy the Governorat this banquot, and I have to sea, averybody had a chance of doing something to win the action.—Here his Lordship gave he made concerning me in his speech. It is one a description in nantical language of some damage sustained by a vessel in her rigging in the old days, which if it had not been observed ! might have proved fatal, but an old seaman in the tops saw it done and put the stopper on the sheet. Therefore, his Lordship continued, the man who won the action was the old able sea. man in the fore top: Now that is all altered: and Beigadier Lin met at Nampanng and we have to do everything in a different manner. We have a thing called an electric button.

> the guns, and handle the helm, and now much more depends on the individuality of in the fore top-(appliage)—but more depends now on the commander. By some miscalentation of the officer in command, with the ship l-going at a great pace, the action may be net. No matter how good a may be is liable to make a mistake. Therefore you want as commanders mon of excellent perve, men of excellent fraining, and you want vounger men. A man may think he is as good

stifffty or forty-five as at forty, but he is nothing of the sort. He may be very good for administrativo purposes -- (langutor and applante) but for executive purposes you want of cantion, some cons support of the electorate and of the prose

are not disposed to risk so much If I were position would have done. I happened to be above the £12,000,000 a year that is required. in command of a fleet I should like to see all independent. I did not want any orders or Now what I want to know is, is there one

and long continued applause. Major General GASCOIGNE also responded the toast on behalf of the Army, and Major

Sir JOHN CARRINGTON on behalf of the Auxiliary Forces. The CHAIRMAN said-Your Excellencies and Gentlemen, the toust of the evening "Our Guest," which I have now the honour to propose, needs few words in an assemblage like. inis-of Navy Leaguers-or in any gathering. in the world of British men, whon that guesc is Lord Charles Beresford. (Loud applause). fulls to the lot of but few men to do in their day and generation what has been done by "Our Sir HENRY BLAKE said-Mr. Chairman and | Quest." Nineteen years ago, Admiral-then gentlemen. I think you very much for the Capt.-Lord Beresford roused our country to a hearty manner in which you have received sense of her deadly peril. As an Irishman, he the proposal of my health. As your Chair. was a born ocutor. As a distinguished mival man has said, this is the first occasion officer and seamen, he was instead to as an on which I have appeared at a public expert. He showed the people of Great Britain function in Hongkong. I am at the present that their fleats were insufficient and obsolete, of the honeymoon of a Governor, when every existent, that their Naval dockyards thing is expected of him and when he has were incapable of coping with the strain not had much time to disclose his various des of a great war; in short that our

nation was trembling in the balance, whilst we slumbered in a fool's paradise, and had forgoting signs and tokens that there were plenty of hungry eagles, sharpening bill and talons, to young whelps. The Press patriotically co-operated and then, -it is nanecessary to recapiturate after a Navy League dumer want followed. It is directly due to Lord Charles Borestord that the country was roused and the first naval programme formulated and carried out. (Applause.) Great, however, as had been his achievemonts, the bardest part of his task yet remained, to keep the strain up, the serew on. After the the old lion was inclined to go to sleep azam. the birds of prey. Then " Our Guest" showed

spirit that at Alexandria caused the which you belong has taught you the gigantic which you have received the teast of my health. | parish politics (though we can do a fair wrangle here, too, on occasion) and we are daily Mr. J. J. FRANCIS. Q.C., proposed "The stared in the face with what would be our face kong to night we number 331 Leaguers, nearly Lord CHABLES BERESFORD in reply said - half the adult civil male British population.

years ago the Navy was in a state of what I lacks of that great octobus (as our dear might term disrepair, it was not in the condition | Irlends across the channel call Great Beitain) which our bands used to signify it was in: They | that are spread over the earth gathering need to play all over the world. "Britannia in the fulness thereof to the riometand rules the waves"-- (laughter)-but unfortun | We are guitty of the felly and iniquity of ately at that moment Britaunia did nothing of affording a fair field and no favour to each the sort. (Laughter). The people of the country, and all slike, German of Britisher, Turk or inhowever, began to discover it was not in the fidel-worse still, despite this crass ignorance condition it should be; but now I believe it is in | and imbecitity, the old octopus gets her chare the condition it should be. (Applicase.) The | (more than her share, so think and say some of Navy is not an arm for defiance, it is an arm | our dearest friends) of this world's goods and for defence. Where it is useful for our empired waste lands. Living here, by this door, we is this. We live by water-horne commerce and know there are other doors, in Africa and elsewater-borne food. Our empire extends all over where, bist this particular door, the Chinese the world; therefore we present a large area door, was opened some fifty odd years ago by for attack, and it is the business of the Navy to British words, and the hinges, albeit a bit rusty. prevent any other country landing munitions | have since then, from time to time, been lubricat. of war or troops to any part of the empire, ed with British blood, so through this door, for When the Navy has, to put it in an allegorical these reasons, we think we have a right of entry. phrase, knocked into a cocked bat all (Applause.) It two missionarias equal Kiaoother navies, then the Army comes in than, pro rate, how much of China should be (Laughter and applause.) As far as I have British ! Tagse, gentleman, are doubtless some been able in my humble way. I have of the causes which induce much "of what is always declared against the Navy being treated best of the youth and maturity of the colour as the only arm. It has its duty to fulfil, which to roll up and join the Navy League. If the is to ensure the command of the sea, but when we wital necessity to the Empire of a strong mays have to settle disturbances that is the business | could be as vividly impressed on our countrymen of the Army. But the first essential is to have at home as it is putent lous, there would be no command of the sea. (Applause:) In former | necessity for our League the stoms of British times we had our old wooden walls, and we had buttle ships would be everywhere in evidence a much larger navy then proportionately to wedging open the doors of trade, and the nation our commerce than we have now. Our rate | would see to it that the sapply of trained men

The toast was outhus instically resceived Lord CHARLES BERESPORD-Captain Hastings. Your Excellencies, and Contlomen, I have to render you my most grateful thanks for the more distinctive because I see at this table cortain gentlemen who are of other race than British. gentlemen who may not be British by birth thank His Excellency for the araceful remarks of the characteristics of the British race that whenever a public man does his best, and his level best, no matter to what party, he may belong, he always receives the respect and sympathy of his fellow-countrymen, and that is always emphasised if they know he has met with difficulties in doing what he considered his duty. (Applance.) The kindness I have received here, and the kindness I have received from the great electorate at bome. I consider far superior to whatever offorts I have made. (No. no.) The part that I have played with record to naval defence I hope to play next session and possibly the session afterwards—(applause) -with regard to military defence. (Anplanse.) It is not deserving of very sinch orudit certainly, but with regard to nave

defects I believe the public were first ettracted to them by my resigning my seat in the Ministry, because the public are well aware that once a man resigns his seat in the Ministry, unless he is a dun of great influence, his career is more or less closed with regard to again getting office and I believe that resignittion may have induced the British public and the British press to look into questions concerning the fleet. (Applause.) But I do not at all deserve the kind remarks you have made with reference to myself. No individual in our country is powerful enough to carry such extensive and enormous reforms as were letel inust have support, and he must have the

the Navy at the present day I believe are second it is said that I am the only officer that took up hand in its pocket all the same (applause social position than when I joined the service, we are singularly short of officers who are in (Applause) I may say something now with those who go down to the sea in ship, and sons for not doing so were common sense. They in the few remarks I made in returning thanks at this moment I do not believe there are a said. You can do it. You don't care for any. for the Royal Navy just now, we must not better let of men anywhere, both in char- thing or anybody, but if we do it we shall run away with the idea that the Navy is the noter and discipling, than the men of ther not get command of a ship or fleet, our only arm. We have an army, an efficient army, Majesty's flout. (Loud applause.) Sm. I have prospects will be blighted." Well, I think that a far more difficult army to manage than any to thank you very much for the kind re- was a fair and reasonable argument. And I other country on the face of the globe, because

isber can give. The Navy League were the [Laughter.] Imagine a disturbance in

fended, that we had not enough docks, that Commons on two occasions; one was in answer. we had no reserve ammunition, that our re- to Mr. Balfour and one in answer to Lord serve of guns was far short of what we should | Curzon | they both made the remark, "China require in time of war, that our Naval Reserve | will be all right as long as you keep a prowas a myth and in reality did not exist, and I dominant fleet out there." For the first that when all other countries had their armies I time in the history of our empire we have with their reserves it was very nuwise for Eng. | arrived at circumstances which are novel Reserves of guns are necessary, reserves of the disturbance of our trade by Russia. This aminunition are necessary, and I might ran on its essentially a military question. You may for several minutes, perhaps hours, if I were | double your float out here; you may send diffeen to describe all the necessities of the case to ships like the Victorious out here and forly make the Navy efficient, which the Navy destroyers. What has that to do with the League took up. Well, the British electorate advancement of Russia to the south? It is, are like other people, I suppose; when they I say, a military and not a naval question. have to pay a large sum of money they Our policy for years has been to avoid this task, think everything is over; they regard it in to stick to the command of the sea, so that the same light as if the money was ex- other countries could not land troops in our pended on a brick wall; they think it is dominions. We have never had a "march," over and that no further expenditure is re- they call it in Scotland, with any of the other quired for building other walls. But, thanks great Powers. I think our people should be to the ingenuity of the machanical engineer, aware of this at home, and we should take we are always in a transition state, and to keep some sort of steps rather in the line

city of London who were disturbed at what up the people at home as to the necessities for they heard about the Navy. They knew our further increasing our military line of dethat a few of us were fighting this question and feuce. (Applause.) This question of money that if we were right in our contantion some. for defence I have already remarked is merely thing must be done. But it could not be left to a rate of insurance. Our rate of insurance of independence of the naval officer. That is very marine as a criterion, you will find great number of my brother officers were asked pays eight guinens; Germany pays seven not to come. I suppose they all had prior en- are depending on the mercantile marine not gagements or were prevented by unforeseen only for our raw material, which gives the wage theague, must be supposed to be, though it is our sinking fund, our rate of insurance, is not steamers discharging railway material. Enginenot, against authority, and therefore I say these | very extravagent. You must remember that | houses, loading sheds, and passenger station mayat officers are perfectly right, for it is the | we are an empire, and you may put it as you

have these prior engagements. (Applause.) With regard to the formation of the Navy League, a number of gentlemen came to me and said they wanted to form something of that character to wake up public opinion, and they wanted me to be the President. I said, "Gentiquieu, you are paying me a most extravagon! Simpliment, but I must decline. form an association representative of the great commercial classes the people are much more likely to listen to one of yourselves than o a navel officer, because the people will say hat a naval officer had the idea that there is nothing like leather. Besides if I were your President, and I said this, that, and the other, cople would say, Oh, that is only Charlie Beresford - (haughter and appliause) - whereas f you do it yourselves you will have the verght which civil opinion gives." hey agreed with that, and I believe that was he origin of the Navy League. Well, it is inpossible to overrate the importance of the

Navy League to our country. (Applause.) It comprises an enormous body of gentlemen in civil life and they take an enormous amount of routle. They have worked under circumstances sometimes which have not been

most gratified. I make bold to say the increase | mistaken. Some of you people are ignorant been over with the Commodore-and I have no soonen effectively our outside dominions and colonies, and have them provided with preper naval bases and proper means of defence round the ports at which there bases are established. (Applicate). Sir, we must remember that we are briders and commercial people first and that our navies and armies are formed with one object, and that is for the security of our commerce. The Navy Lengue is composed of mercantile people who have grasped that, and they have grasped that when they work for an ncrease of the navy or army they are working for nothing in the nature of defiance but some- the circumstances. I have been called upon thing in the nature of defence. (Applause,) suddenly, and I say that to night's dinner is something short of four thousand miles. It It has been said that the expenditure of money

that what is voted for what I might call Chinese question, and speaking as I am from Navy, is simply a form of insurance. (Ap. His Lordship's remarks upon his great underplanes). I remember very well saying to one taking. I am sure his Lordship will be able to cf the Angara along a precipitous hill-side. At of my brother officers who had said, "You convince his fellow countrymon to fellow him in Listvenitchai herbour works were in course of have these ideas and are so enthusiastic; why I grining the object he has in view. (Appleuso.) don't you go into Parliament? - I said, "I Sir, with these few remarks, I sak all the Chiwill as soon as I get on half pay." That is the linese contlemen in this room to thank his Lordonly place and it is quite right it should be the ship most heartly and warmly for the deep I tween the two, a distance of ferty miles, the only place, where que can carry these things, I interest he has taken in Chinese affairs. (Lond ferry steamer and ice-breaker that I have You may yell and shout and band and riot: no long as you are not in Parliament you have not get that power to give effect to what you say. But I gaid there immother place we can go to. and that is the great Chumbers of Commerce of

of propertion, but when you get to a certain and it was with the support of the electorate | I did golfo those Chambers. With regard to age you know too much. (Laughter and ap and press that this reform was carried, expenditure, we have during the last nine planse.) When you get to a dertain age you I only did what any other man in my years spent our the may \$76,000,000 over and niv ressels in the hunds of young men, because decorations. I am an Irish landlord, but still working man who has had a glass of beer or they don't fear consequences, they don't know I have enough to live on—(laughter)—there—one pipe of tobacco the less account of that enough-(applause)-and they will vory often fore I did not want any money. But I want to expenditure, or one rich man who has hed a pull an action through that looked absolutely | point out to you that I do not deserve the praise | glass of champagne the less. The country has impossible when it commenced. The men in | you have been good enough to give me. When | not felt it. Even if it had, it would have put its to none. (Appleuse.) They are of a fer higher | the question I would explain that it is because |-and contributed in the most generous way. In those days there was a good deal of out and dependent. I have usked numbers of my brother | regard to the Army. The country has been very little discipling; now there is very little officers, some of them Admirals now, who like thoroughly awakened to the necessities of the cut and very good discipline. (Applause.) The imposit were captuins in those days, to come on case with regard to the Navy, but it has to be men baye a readiness of resource and in the platform when I was speaking and support thoroughly awakened to the necessity of the dependence of action which is essential for me. In could not get one to come and their read case with regard to the Army. As I said

marks you made about the Nevy and I have will go tarther and I am sure H.E. the Gov. we have now too short a service to get a to thank this assemblage most gratefully for proor and General will agree with me-it proper reserve, and our Army is on service the way in which they drank the health of the would not be good for the services if you had all over the world under most extraordinary oflicers, seamen, and marines of Her majesty's a number of officers who went blandering about difficulties and contingencies of climate, and the country as I used to go-(laughter and has to be relieved and bases of supply kept His Lordship resumed his seat amidst loud applicase) with the most drastic and caustic right at home, and if we were even to after the critisism on the authority they were supposed shape of the projectile of one gun it would cost gogs on the floor of the tarantiss, stow your to be under. (Applause.) I do not say that | our own country so many hundreds of thousin connection with the reform I advocated I | ands, because we have that gun in every colony have not suffered certain indignities—you can I hope we shall have some sort of National call them sumbs, and worse than sumbs-from the League. I do not want to see the Navy League ruling authorities, but if a man embarks on the, break up at all, because we shall have to go work of reform he must smile at that; if about, as you say in this country, "squeezing." is part of the profession he undertakes, and | We shall have to squeeze the country from time must not be stopped one moment by to time no doubt, but we must form some sort of such things. If I was in nathority I am | National League of defence and thrash out the not at all sure I should like to see an individual | circumstances connected with the Army just as like myself cruising about the country-(laugh- | wo did for the Navy, -You must remember ter and applause) - making caustic remarks, that during the last twelve years your ampire and not only that, but on many occasions has increased by two million square miles, and winning his case against authority. (Applause.) you have added two regiments to your Army Now, sir, if you will allow me, I will (Laughter.) If you had conscription at home, drop the personal question, which is cer- which I hope we never shall have, you would tainly not very interesting, and I should like not be able to police your vast dominious as to speak for a moment on the question of the they should be policed in the event of war. Navy League. The Navy League deserves all Imagine now a disturbance at the Cape-our the praise and all the support every Brit- friends the Boers might get disagreeable. first that works the people at home up to -it took 64.000 men to quell the late the fact that the Navy was insufficient in disturbance. Imagine, our friends at prestrength and numbers, and that it was lament- | sent, but possible antagonists. France and ably deficient in all its auxiliaries of defence Russia, combining against us, where would you without which a fleet cannot work. (Ap- | be without an efficient army? You take this planse.) And they did more. They pointed out country China. I saw it mentioned in the that our naval bases were not adequately de- Press, and I had to get up in the House of

and to trust outirely to her first line of defence. | us-the question with regard to China and

command of the sea we must keep pace with all mentioned to-day to the great Chamber of developments, more especially when we see other | Commerce I addressed. I wanted to point countries taking advantage of that mechanical out to you, and I think I have pointed out to skill. Your chaleman was good enough to say | you, what an inestimable benefit the Navy I was the founder of the Navy League. I must League has been to the Empire with regard to. of Gobi. The country through which we disolaim that. It was founded in this wise I keeping the command of the sea, and we should There were a number of mercantile men in the have something of the same character to wake individual officers. I spoke just now of the want | ludicrously low; If you take the mercantile well exemplified here to night. I dare say a Russia pays fifteen guineas a ton; France to come to this table. I think they were wise guineas; Italy pays four guineas; and we who erroranstanuss. (A laugh). I don't blame them | to the wage earning class, but for our staff of a bit. Anything of this character, a Navy life, we pay two guineas per ton. Therefore | way men. On the lakeside was a whart, with system of our Service, and ought always to be like, but the negative of an empire is in have it bive of industry, while in the village stores the and there is any meeting that may be thought creasing the empire as we have been doing. I Russian Jew. Driving through the village to to be linding fault with authority they ought | feel that we do not want to see any more of the post station, which was also a rough kind of not to be there. Their duty to the country and chart marked red. (Applausa.) We want to inn, we were told that a steamer was just about to the Admiralty is to obey and not to criticise, have trade and commerce secure, particularly to leave, and we jumped into our carriages and therefore my brother officers were right to in this country. We do not want any more hoping to catch it. territory, not one more acre in the world, but we were about to drive away men we do want our military force put in a proper reported from the roof of the house state. (Applause.) While speaking about this. with regard to the country we are at present in. I should like to point out that both on the ques- wait twenty-eight hours for the next sailing. tion of defence and on the duestion of the remarks I ventured to make to-day, these remarks benefit by the development of the trade.

if carried out are certain to benefit China more than any nation in the world. It is China that | will benefit directly-(applause) -but England will benefit indirectly, and all nations will protection of trade, and the absolute scourity schich only good military and police can give a country. (Applause.) Gentlemen, I cannot sit down without thanking you once more most warmly and gratefully for the great compliment paid me in asking me here to dinner to night, and the enthusiasm with which you received my | we would get, at daylight, a steamer that would name when presented to you by your Chairman. (Loud applause)

Colonel ELSDALE proposed the teast of the Navy Luague, which was responded to by the Hon. H. E. Pollock.

An incident of the evening, and which we believe particularly impressed Lord very satisfactory to themselves, because Charles Beresford, was a speech made a cortain amount of ridicule has been by Mr. He Tung thanking his Lordship cast upon them, and they made one or two for his visit. Mr. Ho Tung said .-- Mr. Chairmistakes. They began by asking what sort of man, your Excellency and gentlemen, I rise boilers, what sort of discipline, what sort of with reflections of the great honour you have guns washould have, which are questions that can I done me to thank our noble guest Lord Charles only be dealt with by experts; but what they do | Beresford, for the interest which he has taken now is most excellent. (Applause.) They try in the China trade-(applause) on behalf of the to died out where the Nuvy is weak, and Chinese gentlemen here in this room, and those how it is weak, and they leave the expert to who are not in this room-in fact, on behalf of we were accredited. Therefore, as trains from say how it should be put right. (Applause.) stile people of the great Empire of China, for t is impossible to overrate the importance the great question which he has undertaken, wait there for fifty-two hours. The misfortune of the Navy League to Great Britain, and namely, the open door. (Applause.) As his branch outside England, has done Lordship has suggested and honestly said tomuch for the country as the day and this evening, the open door question Navy League of Hongkoug. The resolu- will benefit entirely and specially China herself tions you have sent home have had the most although Great Britain from her position will excellent affect, and any gentleman who be- | benefit indirectly. To-day I met a Chinese lougs to the Navy Lengue here, if he had heard who said to me," Well, Mr. He Tang, there is what I have heard relative to the resolutions no European nation which would like to see sent home from Hongkong, would have been China strong. I said to him. "You are quite luxe." to the defences of this colony, which I have the ideas and the true objects of the nations of Europe in general and Great Britain in parhesitation in saying it will be a most valuable | ficular; their object is to strengthen China and increases—is entirely due to the energetic put her into a proper state of efficiency. It hours. In time all that will end side action of the Navy League. (Applause) That will be indirectly an advantage to all other of the lake the Russian Government is conis an instance of what can be done here inations because when China is in a better state and what might be done elsewhere, of civilization, and the people come more into (Appleuse.) The liter of the Navy Leegue is contact with Europeaus, I make hold to say gathering strength in other colonies and if it trade and commerce will a hundred fold inonly pursues the course your Navy League crosse" (Applause.) I have listened to-day very lice in winter. Even then, the ferry, costly as has done in Hongkong, it will go a great way attentively to the remarks made by His Lord, ship to the Chamber of Commerce and also the Ultimately the railway will be carried round remarks made this evening, and I only regret that there is not one Minister in China who is of the same type as His Lordship. (Applause.) I must congratulate His Lordship most Leartily on the thorough grasp of the situation he has secured during his very short stay in China. I dare say you will agree with me that there is no one in this world who could have done better than His Lordship. (Appleuse.) Gentlemen, I did on the Angara that Irkutsk is built, at a not know that I was to be called upon to make | distance of about forty miles from the lake. a speech, but I have done what I could under

one of the best given by Europeans and Chinese s enormous and one of our great statesmen | collectively in the colony. I hope this will be (September of 1898), that the railway had been who has since died held that it was wicked the forerunner of many future dinners of this and wasteful to spend so much for defence, Bort. Personally, I am a great believer in the the mercantile classes have realized open door. (Applause.) I have studied the be moved on to Listvenitchai, on the western defence budget, for the Army and a commercial point of view. I fully concur in

Chairman, which was received with musical on which I travelled. In winter, rails will be honours, and Captain Hastings having briefly | laid temporarily on the ice, and the train will our nution, and I firmly believe any little I replied the proceedings closed with the National I run across the lake. On the eastern take shore. advance I have made has been carried because. Authem:

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NO. V .-- IN SIBERIA Early in the morning of the 21st of Septembor we left hospitable Kiakhta behind us and set forth on our journey through Siberia. There was bright sunshine, with a cold wind and the belis of the tarentess jingled merrily. Of these vehicles we had two, each with three horser and each with one driver. That was all Spare horses, saddle borses, guides, functionaries, and servants-all these pleasant items of our travel in Mongolia-were onded. We were on a post route, in a country where labour is not so chean as in China, a route established on moreantile principles and intended to cover its own cost. With us in the tarantasses -- or perhans it would be better to say under and around na-were our personal baggage, our bedding, and one box of food stuffs. The tarantass in use in Siberia is a pant-shaped, four wheeled vehicle, with a hooded cover, and with no seats, save a box-seat for the driver. You place your ing-

sit on such soat as may result from the stowage. The horses are changed at stations that average about fifteen miles apart, and the rate paid for the hire averages out as a little more than a third of a rouble per mile for each tarantass say ninependo per mile. Beyond that you tip the drivers, after the usual European fashion, and at each station where accommodation is nominally free you give some trifle known as samovar money. But at places where we fed and allowed the woman of the house to wash our few dishes we gave a little more. The rate of progress in Siberia was very

much slower than in Gobi. The distance from Kiakhta to Lako Baikal, where we were to get a steamer, is about 120 miles, and a Kinkhta merchant told as he had once made it in twenty hours of continuous travelling. But he was in haste, travelling in a light vehicle of his own, and a mounted messanger preorded him to order lorses to be ready at each station. We had no such facilities, nor especial rood for them, and our progress was at the rate of only about lifty miles allay, or two and a third days for the distance 2 122 miles. On the second day we made sixty miles, but that involved starting at halfpast six in the morning, and finishing after ten o'clock in the evening. The actual rate, while on the road, averaged about five and a bulf miles an hour, and there were long delays at the stations, delays of about two hours each. These were inevitable. Fresh horses had to be brought in and had to be fed. The process of harnessing of itself occupied about half-anhour, and involved much fastening and splicing with rope and string. But we took it all calmly. If the hour suited for a meal we unpacked our box of foodstuffs and ate. If otherwise, we produced a little packet of Chinese tes, accepted the aid of the ever-present samevar, and drank and smoked and talked, or slept. At night we encamped at the post station, pretty much as us we bad done in the Mongo. ian tents. That is, we spread our beds on the floor, covered ourselves with our rugs or overcoats and went to sleep. Of the two stations where we slept one was heated by the Russian store and one was not the unheated one we proferred, for the one that was heated was

while outside it was about 40. During the day we rested in the tarantass, always in sunshine and keen orish air. It was a pleasant journey, though devoid of the delights that we obtained from riding through the plains passed was of hill and valley, well wooded and watered, but little cultivated, sparsely used even for grazing and very little inhabited. The roads were in fair condition, but of traffic there. was almost none. On the third day as we neared Lake Baikal, we passed for miles through lands where the woods had all been recently cut down; and we wondered at the reasons of this huge clearing. Of a sudden it was explained, for turning a corner, we came to the advanced section of the great Trans-Siberian railway. The woods had bosn out down for railway sleepers. A little later we drove into what used to be the lakeside village of Masova—no longer a village, but a huge settlement of railwere in course of erection. Everything was a

excessively warm. The temperature was 70,

that the steamer had sailed, and true enough we saw it sailing away; and we had to However, at the inn they fed us plentifully if roughly, and, in the absence of bedrooms, we encamped on the floor of a sitting-room that had been given up to us.

It may be added here that at or near Lake Baikal we were especially anlucky. At Masova the wait, as I have said. was for twenty-eight hours. When we had crossed the lake in about five hours (in place of the estimated four), we had a chance at eleven o'clock at night to get horses at once for the forty, mile distance that separated us from Irkutsk; but we were advised by fellow-travellers to wait till morning when take us by river to Irkutsk in three hours. But the steamer did not come in fill two p.m., just as we had arranged for horses. Then, acting on local advice, we paid off the horse transport, and started by steamer about five, But, as it happened, the steamer towed three great barges, and sailed very slowly. Then about nine at night a for settled on the river and our steamer anchored till nine next morning. Finally, we reached Irkntsk at twelve noon exactly seventy-two hours from the time we had arrived at the eastern shore of Lake Baikal, a detention of seventy-two hours for eighty miles. Nor was that all. By reason of the fact that it was a public holiday, we could not

get at Irkutsk, on the day we arrived, any money from the Russo-Chinese Bank, to which Irkutak leave only once in two days, we had to hof these delays was that the especial train do luxe that starts westwards from Omek rous only once a week, and that to make the connection you have to leave Irkutsk on a Monday, which was precisely what we failed to do. So. to put it briefly, the failure to get the steamer that sailed from Masova as we arrived meant. in the end, that we did not get the "train de

These, however, are incidents of Siverian travel at which it is no use to complain. Luke Baikal breaks the overland route, and the steamers that play on it do not run at any fixed structing harbour works, while half-a-dozen Newcastle-on-Tyne engineers are building, with Siberian labour, a great forry steamer that will carry a whole railway train, and will break the I it is to be, will only be a temporary measure.

the shore of the lake. Lake Baikal is one of the great inland freshwater seas of the world. It is upwards of four hundred miles long, varying in breadth from ton to sixty, with a total area of 14,500 square miles. It lies 1,500 feet above the sea level. and has one outlet, the Augura river, which runs northward from Baikal to the son. It is

The present terminus of the Trans-Siberian Railway is at Irkutsk, distant from Petersburg was only in the month that we arrived there advanced so far as Irkutsk, and it was expected that in a few months more the terminus, would shore of the lake. When I was there the rails had been laid all the way from Irkutak to Listvenitchei, following the course of the west bank construction, at the source of the Augura, and other similar works were in cours of, construction tion at Masova; on the Enstern shore. Be-

spoken of will run, and till the ferry steamer be ready the traffic will be conducted in sum-Mr. T. Jackson proposed the health of the | mer by the ordinary steamers such as that at Masoys; no rails, other than mere construc-

To use an American phrase, Masova is obviously intended to be a station contre from which the road on the east side of the lake will be administered for a long distance. It happened that one of my fellow travellers had been, in his earlier days, a railway surveyor in charge of a construction section in America, and from him I take it that the work being done in and around Baikal is excellent work. In some respects it seems unnecessarily costly-work that no commercially managed railroad in a new country would undertake for many years. But, of course, this is a Government, railroad, and is intended perhaps to be put at any time to the severa strain of military uso. At all

events, the work is being done well and is being done quickly. It was at neon on the 26th of September that we arrived at Irkutsk, the capital of Eastern Sheria. We were thirty-three days out from Pekin just thirteen days slower than our quickest estimated time. It was a bright, sunshiny day. up till about two o'clock in the afternoon and then the weather changed. A bitterly cold wind sprang up, and it snowed heavily-a change of weather for which we were scarcely prepared. Noither were the people of Irkutsk. The Governor told us next morning that such cold weather so early was quite nuusual; and I find that a traveller who made much the same journey many years ngo notes it as a thing to be remarked that in the year that he travelled

snow fell at Irkutsk so early us the middle of October. At all events, having rousen to be out driving in the snow-some difficulties having occurred about baggage—we were the rough untunned sheepskin coats that we had bought in Mongolia for night use, to the amusement of some of the good tolks of Irkutsk, who may be the more excused sines we wore sun-tanned and weather-beaten almost as brown as any Mongol. So next morning, after an early visit to the lairdresser's, we all visited a very well equipped store and replaced our sheepskins by the furlined cloth coats that are worn when driving by the Siberian better classes—and very good value we got for our money. The far-lined coats were the more necessary

since shortly before ten o'clock in the morning was the time fixed for presenting our letters to the Governor, and the visit (by the custom of the country) to be made in full dress-that is to say in ordinary evening dress. We found His Excellency very kind and helpful. He paid us a return call in person within three hours, and a · little later the Chief of Police called on us and offered any sid we might wish. Here it may be well to say that everywhere we received from Russians an amount of kindness and helpfulness for which we cannot be too grateful. spoke no Russian save the few words we picked out from a pocket manual griven to me at Pekin, consequently, in a country where travel is not too easy, we were constantly trepassing on the kindness of those who spoke English, French, or German. The manner in which Russians responded to our requests for aid or information astonished us. They literally put aside their own affairs to take us in hand. That, applies very strongly to the educated travellers we met at Baikal on the steamers; but it also applies to the poorer classes, -the post station keepers, and hotel servants,-with whom we had to converse by signs. Official aid was always most handsomely given. The Chief of Police, for instance, when we left Irkutsk, sent an officer with us to the railway station, a courtesy that we found very helpful. For the temporary station is five miles from the town and we had to cross a bridge and a ferry both much over-

crowded with traffic, which we might not have

been able to do in time but that our police

escort cleared the route for ps. Irkutsk is a fine town. It is about the same latitude as London, but has the heat and cold of a continental as distinguished from an insular climate. Yet as the heat and cold are dry heat and cold, they are healthful and inspiriting. The situation of Irkutsk, on the bank of the Angara, is exceedingly beautiful. Viewed from the river it is as protty a town as one need wish to see. Conspicuous among the public buildings as a fine opera-house—for Irkutsk, like Kiakhta, is a city of realised wealth. Yet, also, 2565] it is a city that will not increase, and may ovendecay. Its political importance, as the seat of government for Eastern Siberia, may remain. but its trade will in part he wrested from it. From the Irkutsk municipal point of view it is unfortunate that the town is on the eastern side of the river, while the railway is on the it is a misfortune that the railway will in the long rau take, at Lake Baikal, or further east and north, the trade for which Irkutsk has hitherto been a centre for handling and repacking. On the other hand it may, of course, be assumed that the capitalists and merchants of Lekutsk will continue to be financially interested it the development of the trade that hitherto they have handled in their town. The retail storekeepers may even benefit by the traffic that the railway will bring into the town, but that will be nothing to what it might be if the railroad were brought into the city. Meanwhile Irkutsk is both an administrative and a financial centre and a port and market place. You can buy in it anything in BOEUF VASES, IMPERIAL DRAGON. reason that you want, and it contains two very decent hotels, many excellent retail shops, and generally all the conveniences of a great city. The rough journey from Pekin had pretty well broken up our baggage and destroyed a large parte of our clothing, and besides, we found ourselves, as I have noted, plunged unexpectedly into the rigours of an almost unprecedentedly early winter. So we refitted at Irkutsk, and

Next Week: -From Street to Russia. SEIPPING REPORTS.

then—having fallen behind our estimated dates

-we set out, at the earliest opportunity, upon

our journey by rail. From Trknisk to Poters-

burg there were nearly 4,000 miles to be

traversed and we knew that the rate of travel

would be slow.

The British steamer Sultan, from Moji 29th Dec., bud strong N.W. wind and moderate sea to Hieshan Islands; thence to port moderate variable winds and time weather. The British steamer Tringa, from Moji 30th Dec., had fine clear until the N.E. monsoon set in strong with dull overcast weather and high sea to Turnsbort; then fine with moderate son. The British steamer Phra C. C. Klao, from Bangkok and Anghin 28th Dec. had light S.E. nd S, wind and fine weather to Pulo Obi. m Pulo Obi to port moderate to fresh mon-

soon and fine weather. The British steamer Tuntalus, from Liverpool and Singapore 28th Dec., had strong monsoon and showery from Horsburgh to Anambu Islands; moderate to fresh and showery towards Catwicks Island; strong off Catwicks and Cape Paduran; moderate to fresh towards Paracels and Hongkong.

The German steamer Hehenzellern, from Yokohama 26th Dec., Kobe 19th, and Nagasaki Slat, had strong easterly winds with rain during the voyage to Kobe. From Kobe had strong N.W.N. winds to Nogasaki. From Nagasaki 2 light to strong N.E. winds and rain to Chapel Island; from theuse moderate N.E. winds and fine weather to pert.

The British steamer Heimun, from Tamsui 30th Dec., and Amoy 3rd Jan., had fresh N.E. monsoons, moderate sea and fine clear weather. / Latter part fresh N.N.W. winds, fine and cloudy weather. Vessels in Amoy-Chaing H. Kian, Formosa, Sishan, Toyo Maru, Levyuen, King Sing, Kwellin, Taichiow, sailing ships Berlin, Sebastian Bach, and Kitty.

EXPORT CARGOES. Par steamer Hector, sailed on the 28th Docomber. For London: -- 90 cases essential oil 14 cases effects, 208 deses eigars, 3 cases feathers, Signes cowtail bair, 2 cases curies, 100 cases plan leaf fans, 27 cases Chinaware, 5 cases beancake, 4 cases lychees, 28 cases blackwoodware, 50 cases and 25 casks ginger, 150 Bestioned Maid, by Griffiths bales waste sitic, 205 rolls mutting, 25 packages shells, and 3 packages sandries. For London and/or Manchester :- 305 bales waste silk. For London and/or Antwerp and/or Hamburg .--200 bales feathers. For Manchester :- 2 cases ouries and 275 bales waste silk. For Boston: 4 chaos cigars For New York :-- 80 cases and

10 bales tobucco. For Liverpool:-23 cases bigars and 100 bales mats. Per steamer Ernest Simons, sailed on the 31st Discombar. For Bombay:-10 bales raw silk. For France :- 545 bales raw silk, 6 cares silk piece goods, 20, cases essential oil, 100 cases. staranisaed, 25 packages tea, 12 packages hair, 195 packages matting, and 5 packages sandries. For Landon :- 16 bales row silk and 3 cases !gilk piece goods,

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GOVERNMENT NOTIFICATION. THE following Particulars and Conditions

of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MON. DAY, the 9th day of JANUARY 1899, at 3 P.M. are published for general information. By Command. . T. SERCOMBE SMITH,

Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 24th December, 1899.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, tao 9th day of JANUARY 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 years.

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AUCTION GOVERNMENT NOTIFICATION.

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Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 24th December, 1898. Particulars and Conditions of the Letting by Public Auction Sale, to be held on TUESDAY, the 10th day of JANUARY 1899, at 3 r.m., by Order of His Excellency the Governor, of One Lot of Crown Land.

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ESIGNS and Specifications for all classes New work and repairs supervised. Telegrams, "CARMICHAEL," Hongkong. Telephone, No. 111. H. F. CARMICHAEL. B. J. BARLOW. Hongkong, 19th December, 1898. DUINART PERE & FILS: REIM

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ARBRER RY LEGITIO.

THE ENGLISH MAIL. The P. & O. steamer Bangal, with the English mail of the 6th ultimo, left Singapore on Sanday, the 1st instant, at 1 p.m., and may be expected here on or about Saturday, to ACCEPT BISKS against FIRE at Current the 7th sinetant. This Packet brings replies to letters despatched from Hongkong on the 5th November

THE AMERICAN MAYL. The P. M. steamer City of Pelcing, with mails, to, left San Francisco for this port on the 29rd nitimo, via Honolalu, Yokohama, Irland Soa, Kobe, Nagasaki, and Shanghai. The O. & O. steamer Gaelie, with mails, &c., The Undersigned AUENTS of the above left San Francisco for this port via Honolulu, Company are PREPARED TO ACCEPT First Yokohama, Inland Sea, Kobe, Nagasaki, and On New York. Shanghai on the 24th ultimo.

THE AUSTRALIAN MAIL. The E. & A. steamer Guthoie, from Sydney, [24 | &c., left Port Darwin on the 29th ultime, fer

THE GERMAN MALL. The N. D. L. steamer Proussen, carrying the German mails with dates from Herlin of the 12th ultimo, left Colombo on Saturday, the 31st | ON SHANGHAL. ultimo, and may be expected here on or about Wednesday, the 11th instant. THE INDIAN MAIL.

The steamer Chelydra, from Calculta and Straits, left Singapore for this port on Wednesday the 28th ultimo. The steamer Lightning, from Calcutta, left Singapore for this port on the 3rd instant. MERCHANT STEAMERS

for this port on the 22nd ultimo. The N. P. steamer Olympia has arrived at Yokohama and left for Kobe and Hongkong on the 26th altimo. The N. P. steamer Ningchow has arrived at Yokohama from Portland, Or., and sailed for Kobe and Hongkong on the 12th ultimo. The P & O. steamer Molacca left Singapore for this port on the 19th ultimo. The N. P. steamer Monmouthshire has arrived at Yokohama and left for Kobe, and Hongkong

The P. & O. steamer Mazagon left Hombay

on the 26th ultimo. The N. P. steamer Glenoyle has arrived at Yokohama and sailed for Kobe and Hongkong on the 27th ultime. The steamer Sikh, from New York, left Singapore for Hongkong on the 1st instant.

The P. & O. steamer Mazagon left Singapore for this port on the 3rd instant, at 6 p.m. The C. N. Co.'s steamer Changsha, from Australian Ports, left Port Darwin on the 20. 27th ultimo, and may be expected here on or [112] about Thursday, the 5th instant. The N. Y. K. steamer Tenshin Maru left Shimonoseki for this port on Sunday, the 1st instant, and is expected to arrive here on the

The N. G. I. steamer Bisagno left Bombay for this port on the 3rd instant, and is due here on or about the 19th instant. The H. A. L. steamer Suevia left Humburg for Hongkong, &c., via ports of call on Friday, the 30th ultimo, and may be expected here on or about the 14th February.

PARRED THE CANAL. 13th Dec.—Patroclus, Norman Isles. 16th December Sarnia, Vine Branch. 20th December - Glenesk, Ettrickdale. 23rd December — Wennington Hall, Tonkin. 27th December—Manila. 30th November Antenor, Boynton, Savoia. 3rd January -Sydney, Trieste, Servia. OMEWARD .- 30th Nov .- Bayern, Glengyle, Oceanien, Pyrrhus, Sarpedon, John San derson. 3rd January-Java, Myrmidon

POST-OFFICE NOTICES.

A MAIL WILL CLOSE. For Hollow and Bangkok.—Per Phranang, to day, the oth instant, at 9.30 A.M. For Hoihow, Pakhoi, Singapore and Bangkok .- Per Chowtai, to day, the 5th instant, at For Samarang and Sourabaya.-Per Shantung, to-day, the 5th instant, at 10.00 A.M. For Saigon.—Per Haiphong, to day, the 5th instant, at 10.00 A.M. For Swatow .- Per Pakshan, to-day, the 5th For Shanghai .- Per Woosang, to day, the 5th For Singapore, Penang and Colombo.—Per

Hakata Maru, to-day, the 5th instant, at 3.30 For Swatow, Amoy and Taiwanfoo.—Per For Amoy and Tamsai -- Por Haimun, today, the 5th instant, at 5.00 P.M. For Holbow and Pakhoi, Singapore and

Bangkok -- Per Keongwai, to-morrow, the 6th 178 instant, at 9.80 A.M. For Straits and Bombay Per Peshawur on Saturday, the 7th instant, at 10.00 Aim. MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet Coptic will be despatched on THURSDAY, the 5th instant, with Mails for Japan and San Francisco, the United States, Canada, Pern-&c., which will be closed as follows:-10.30 A.M. Registry ceases. 11.00 AM. Post Office closes, but Correspondence may be posted on board the Packet with

Late Fee until the time of departure. MAILS BY THE GERMAN PACKET. The German Contract Packet Prinz Heinrich will be despatched on FRIDAY, the 6th instant, with Mails for the United Kingdom,

Europe, and countries beyond, via Naples; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malia, &c., &c. Registry ceases at 7.30 A.M. The mail closes at 8.00 A.M. Late letters 8.10 to 8.30 A.M.

OUAN WAH & CO., DEALELS IN AMERICAN, ITALIAN, & CHINA MAR. BLE MONUMENTS, TABLETS, &c., CHINA and ABERDEEN (Scotland) PO-LISHED GRANITE MONUMENTS. NUMEROUS COLOURED ABERDEEN (Scotland) POLISHED GRANITE SAMPLES ON

EXHIBITION. DESIGNS & PRICES on APPLICATION at No. 1. Queen's Road Hast, Hongkong. Hongkong, 17th October 1898. OPLES of the ART SUPPLEMENTS are sold only by Messra KELLY &WALSH, LIMITED

Price \$1 per set of three sheets or 50 cents per separate sheet. Hongkong, 12th July, 1898. "SNOWFLAKE" KEROSENE OIL.

150° FIRE TEST. Price \$3.65 per case (16 gallons). To be obtained at the leading stores, and at STANDARD OIL COMPANY OF NEW YORK, 4, Praya Central.

Thoroughly reliable preservative for Wood narometer Chief Manager. | Joseph of Steamships; Launches a speciality. and Stone against White Auts, Decay, Fungus Unmidity Rot, and Dampness. Sole Agents for China, LUTGENS, EINSTMANN & CO. Hongkong, 31st Angust, 1897.

AMERICAN SYSTEM

USED FOR OVER 20 YEARS.

ENTISTRY No. 89, QUEEN'S ROAD CENTRAL. CHADWICK KEW.

(LATE OF POATE & NOBLE). Hongkong, 13th July, 1897. NOT ELSPONSIBLE FOR DEBTS. Noither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crows of the following Vessels during their stay in Hongkong Harbour ---ABNER-CORUEN, American ship, Butman-Standard Oil-Co. Ask, Danish atr., Madson-Arnhold, Karborg Istnono Pons, Spanish str., Roses-Order. LOTHAIR, Italian bk., Ferreto-Mueso & Co. PARAMITA, Amer. ship, Dunham-Standard RECOR, Amer. ship, Adams Standard Oil Co. I SAM. SKOLFIRID. Amer ship. Hell-Mister.

CLOSING QUOTATIONS. WEDNESDAY, 4th January, EXCHANGE: On London.-Telegraphic Transfer

COMMERCIAL

Bank Bills, on demand Hank Bills, at 30 days' sight ... /.. 1/11-Bank Bills, at 4 months' sight ... 1/11 Credits, at 4 months' sight 1/11 Doonmentary Bills, amountly, Sight 2 00 ON PARIS. Bank Bills, on denuand 2 461 Credits, at 4 moules englished ON GERMANY.--On demand...... 1 291 Bank Bills, on domand 472 Credits, 60 days' sight...... 481 ON BOMBAY.-Bank, on demand1464 ON CALCUTTA.

Private, 30 days sight ON YOROHAMA. On demand ON MANILA. On demand ON SINGAPORE. Sovenmons, Bank's Buying Rate...10.07 GOLD LEAF, 100 fine, per tael52..0 JOINT STOCK SHARES. COMPANY.

PAID UP. QUOTATIONS \$125 250 pt. c. grenne Hongkong & S'hai ... ″ £5 |nominal . China & Japan, pri. Do. ordinary —£1 1.5. 5a. Do deferred Nath Bank of China B. Shares..... . £3 [17] pulcs. Foun. Shares... 1) bon mak Bell's Ashestos E. A.... \$10 -10 \$10 \$10.25, sellers China Prov. L. & M ... \$100 \$170, bayers

Couton Dillis-International Tie, 100 Tie, 10 Laon King Mow ... Ils. 100 ils. bo Yahloong Pis. 100 | 18. 55 \$70 |\$45, tuyors Hangkong Dairy Farm 125 | 31, buyers Fenwick & Co., Geo. \$10 20, buyers reen Island Cement... \$5 \14, buyers Do. New Issue \$40 133 H. & C. Bakery Hongkong & C. Uas . H. H. L. Tramways ...

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m$ Hongkong Plotel \$20 Sizo, sellem 250 \$76, Lay exs H. & K. Wharf & U., \$50 112 Hongkong Rope..... \$125 . 90, p. et. prem., 1. & W. Dock 11.87.50, buyers nsurances— \$50 \$150, sellers Canton..... \$20 |88s, buyers. China Fire \$25 \263; rates China Tradent' 150 |:310 Hongkong Fire North-China 125 Tls. 180 \$20 | 7, bellers \$50 |:280 sellers: Union \$60 125 Yangteze

and and Building-Hongkong Land Inv \$50 | 75, collers \$10 | 75, sellera Humphreys Estate... Kowloon Land & E. \$30 1:18 \$40",\$19, sellers West Point Building \$100 355, sellera Luzon Sugar dining--Fcs. 500 | \$110, buyers Charbonnages..... Gt. Estn. & C'donian \$5 \$7.75, imyers \$5 183.10, buyers Queens Mines Ld. 25c. 170 cts. \$5 \$7, but ers univer's Mines, A.... Puniom Do. Preference.

\$3 \\$5.25, tuyers 15 1:6.25, and a sellers 10d. : 47, buyers New Amoy Dock Steamship Coys. China and Manita ... £10 19, 10s., buyers China Mutual Ord. £10 £5,10s, buyers Do. Preference. ... 25 [23] buyers: \mathbf{p}_0 . \mathbf{p}_0 . Douglas Steamship \$50 513 sales \$15 :: 65, buyers H., Canton and M .. and the buyers Indo-China S. N. ... \$7<u>3</u>%10, buyers Star Ferry \$5 \$5, sellers Tebrau Planting Co. \$2 \$3, sellers \$2 \$1.50, buyers United Arbestos \$10 \$10, nominal

\$10 \\$12}; rales J. Y. V. VERNON, Broker. Malwa New \$720 to \$730 p. pcl. net. to 1 c'ty. Malwa Old \$770 to \$780 ... Malwn Older\$310 to \$820 Persian Oily to -Do Piper-wrapped \$720 to Paina New \$ 025 to -

Patna Old... -Benares New \$795 Behares Old THE WEATHER.

CHINA COA T METEOROLOGICAL REGISTER, 3:0 JANUARY, AT 4 P.M. Vindivostock 29.91 29.58 Nagasaki 29 19 80.22

Kagoshima ... Gutzlaff 17 R 4 0 () 30.15 Sharp Peak ... $\cdot (\widehat{\mathfrak{sl}})_{\mathbb{R}}$ 30/10 .30 (2 80 (3 58 30.09 50 48 W 1 b NE 1 ---Victoria Peak. Gap Rock ... 30.12 61 - NNW I b Haiphong ... - NE 2 0 Cape S. James i 4th JANUARY, AT BE AIN. Vladivoslock | 29.82 | 14 | 62 | N | 1 | c | 1 | -40 | 82 |wxx | 4 | 1ml :-Sharp Peak ... 30 32 50 79 www.11 o 1.... 53 73 KW 2 c 30.26 -- N 2 b Swatow

Canton 30 24 | 58 Kongkong - NEE Victoria Peal 30.23 - - NNE 3 C sp Rock 80.27 0 37 - KW 1 h Macao Haiphong ... 3024 45 - B 1 0 On the 4th at 11.40 a.m. The harameter has risen. on the 4th at 11.40 a.m. The barometer has mentalightly on the China coast, failen moderate in the extreme North. Pressure rounding high ever Central Crims, and low in a shallow area lying in the Sea of Japaner Gradients moderate on the China coast, rather steep that the orange of the China sea, Forceast: Moderate of the China Sea, Moderate of the China S

HONGKUNG GROENER day 4 p.m. at 10 a.m. F. G. FIGG. Acting Director.

Hongkong Observatory, 4th January, 1899. MESSES, FALCONES & Co.'s REGISTER, 4th Jan. Barometer 9 A.M ... 30.15 Therm. 9 A.M. (Wethulb) 50 dargmeter 1 P.M., SO.10 Therm, 1 P.M. (Wethalb) 53 Barometer 4 P.M. 30,10 Therm. 4 P.M. (Wettelb) 52 Thermom, 9 A.M., 58 Therm. Maximum 62 Phermom, I r.M. 62 Therm, Minimum (cree-Chermon, 4 P.M. 62 night)

HONGKONG TIDE-TABLE. 5th to 11th January, 1899.

LOW WATER. HIME WATER. Hongkung Meen Time. Tron

Br. MARE, American ship, Dudley-Standard

. s. SIBIRIA GENOA AND HAMBURG About 5th } Freight and

Capt. Hildebrandt ... (London with transhipment in Hamburg) [January.] Passage.

BAPD. RICKMERS ... HAVEE AND HAMBURG [About 10th | Freight and

These stanners have appearer accommodation for Passengers and carry a Doctor and a

ASTURIA ? HAMBURG AND ANTWERP [About 18th]

Calling at Naples for passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, etc., pply to

Capt. Hahn [(London with transhipment in Hamburg) [January.]

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.	PLAG & PIG UAPTAIN- FOR PRRIGHT AP	PLY TO TO ME DESPATORED. FURE Steamship
NORTHERN PACIFIC STEAMSHIP CO.	DESTINATION. VESSELS NAME. VESSELS P. & O. S. N. Co	On or about 19th inst. Captain Hansen, will be despatched for the Captain Hansen, will be despatched for the
	ONDON VIA SUEZ CANAL Diomed Brit str. Preston, M.N.B. P. & O. S. N. Co. ONDON VIA SURAITS. &c. Perramitta Gor. str. Cappers Melofiers & Co.	To morrow, at 9 A.M. 7th inst. The steamer has superior accommodation for Commodation for Com
PROPOSED SAILINGS FROM HOUSE AND YOKOHAMA.	TAVER & HAMBURG Derothea Rickmers Gor. etc Pape Carlowits & Co.	On or about 15th Feb. First Class Passengers. Con or about 18th inst. For Particulars, apply to R. ISAACS & BROTHER, about 18th inst.
TOD TOP TLAND OREGON.	IAMBURG & ANTWERP Astucia Jap. stc Sommer Nippon Yusen K Hakata Maru Jap. stc Balabridge Nippon Yusen K Jap. stc Balabridge Nippon Yusen K Jap. stc Balabridge Nippon Yusen K.	sisha Quick despatch. Tongkong 4th January, 1899. [113] and
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH OREGON RAILEOAD AND NAVIGA-	WARSHILLES vea Salgon & Silazio Ger. str Hildebrandt Carlowitz & Co.	R Co. On 18th inst. at Noon.
NORTHERN PACIFIC INTERPOSED Proposed Sailing. Proposed Sailing.	VANCOUVER, V. SHANGHAI, 30	imited On 28th inst., at 4 P.M. YOKOHAMA.
7- 10/Cornway 2,654 A. Gow Jan. 23	SEAT PLE, WINGTON, V. KOBE, &c. Kinshin Maru Brit. str Brit. str O. & O. S. S. Co	To-day, at Noon. bei
VICTORIA 3.500 J. Panton	GAN BEANCISCO Queen Margaret Brit. bk Finkner Butterfield & Sw	on SATURDAY, the 7th inst., at 4 P.M. On SATURDAY, the 7th inst., at 4 P.M. Of SATURDAY, the 7th inst., at 4 P.M. Of Saturday, and the saturday of Saturday, and saturday of S
	NEW YORK VIA SUBZ CANAL Mogul Brit. str Brit. str Shewan, Tomas Commonwealth Brit. str Commonwealth Brit. str	GIBB, LIVINGSTON & CO., WI Agents.
PACIFIC COAST and to the INTERIOR and EASTERN OFFICE OF THE	NEW YORK DIRECT	a & Co Quick despatch. aishs On toth inst., at 4 P.M. OCEAN STEAMSHIP COMPANY.
HONGKONG TO LONDON, 247.	YOKOHAMA, KOBE, KURE, &C Brit. str Bishop P. & O. S. N. C. YHAMA VIA NAGASAKI & KOBE Bosetta Brit. str Hide R. N.R P. & O. S. N. C.	On or about 12th inst. FOR LONDON VIA SUEZ CANAL.
Excellent accommodation. First class Table. Doctor and STEWARDESS CATTLED LINES	KOBE & YOKOHAMA Toushin Marn Jan str Nanous Nippou Yuson	Caisha On 19th inst., at 4 P.M. "DIOMED,"
HUNGAVNY 10 And Manual Magnificant Scanery	MAGIANAKI KOBE & YOKOHAMA Bauledi Brit. str Bawlaw Dodwell & Co.,	Caisha On 20th inst., at 4 P.M. on TUESDAY, the 10th January.
The Railroad travelling is second to none on the American Continuit. Magain, Park route of the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, £28.	SHANGHAI, CHEMULPO & N SAGI Sagata Community Brit. str Dawson Butternal & Sagata Community Brit. str Dawson Siemssen & Co. Ger str Röhler Siemssen & Co.	On 4th inst., at 4 P.M. On or about 7th inst. Honglong 20th December, 1898.
to the RIONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA.	SHANGHAI SHANGHAI Himun Beit str. Bathurst Outerbridge Butterfield & S	wire Oa 8th inst. Daylight. TOYO KISEN KAISHA.
TACOMA and PORTLAND to Dilla and State of Passage to other Points on application.	SWATOW, AMOY, & TAIWANFOO Nanyang Ger. str Hanson R. Isaacs & Br.	wire On 7th inst., Morning. TO SAN FRANCISCO VIA INLAND SEA
Through Bills of Lading assued to Father Coast 2	SYDNEY, MELBOURNE, &c., Tsinan Jap. str Marray Nippon Yusen	Co On or about 7th inst.
Consular Invoices of Goods for United States Folias to the Freight Agent, Northern Pacific must be sent forward by the steamer to the care of the Freight Agent, Oregon	TRAILE OF THE PROPERTY OF THE	SELS ON THE DESCENT. AMERICA MARU (via) Standhai Nagasaki, SATURDAY, Jan. 14,
must be sent forward by the steamer to the care of the Freight Agent, Agent, Oregon Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Orgaon, for Goods Shipped by that route. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to	OCCIDENTAL AND ORIENTAL THE PENINSULAR AND ORIENTAL NEEDS STEAM NAVIGATION COMPANY.	Kobe, Inland Sea, Yo. 1899, at NOON.
sailing.	STEAMSHIP COMPANY. STEAM FOR	BTEAM FOR Bhanghai, Nagasaki, Tuesnay, Feb. 7,
General Agents.	TAKING CARGO AND INCLUDING INDIA, ADEN, EGIPI, TO JAPAN. THE UNITED WEDITERRANEAN PORTS,	PORT SAID, kohama, and Honolulu)
Hongkong, 21st Deanther, 1898. DUNITNSTILAR & ORIENTAL	MEXICO, CENTRAL AND SOUTH LONDON. MEXICO, CENTRAL AND SOUTH LONDON. PLYMOUTH, AND FORTS	REMEN, AND HAMBURG. Shanghai, Nagasaki, SATURDAY, District S., IN THE LEVANTE, BLACK Kobe, Inland Sea, Yo. (1899, at Noon.)
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.	OVERLAND RAILWAYS AND THROUGH BILLS OF LADING ISSUED FOR ATLANTIC AND OTHER CONNECTING BATAYIA, PERSIAN GULF, CONTINENTAL BATAYIA, PERSIAN GULF, CONTINENTAL	ALSO, NEW YORK, BOSTON, BAL-
FOR STRAMERS TO BAIL ON REMARKS.	WIA INTAND SEA OF JAPAN AND THE Steamship GALV	ESTON AND SOUTH AMERICAN be despatched for SAN FRANCISCO, BATON AND SOUTH AMERICAN BUANGHAT NAGASAKI. KOBE,
LONDON, &c	HONOLULU. Captain C. F. Preston, B.N.E., carrying Her THE C	OMPANY'S STEAMERS WILL CALL AT LULU, on SATURDAY, the 14th January, THAMPTON TO LAND PASSENGERS 1900 at NOON taking Freight and Passengers
TOROHAMA VIA NA. { Rosetta	COPTIC (via Shangbai,) THURSDAY, Jan. 5, JANEARY, at NOON, taking Passengers and Nagasaki, Kobe, In. THURSDAY, Jan. 5, JANEARY, at NOON, taking Passengers and	for Japan, the United States, and Europs.
Dawast. About 7th (Wesight or Passage.	and Honolulu) w/	PLACES IN RUSSIA: LAND SEA OF JAPAN, and can at notice. LILLY and passengers are allowed to break
BHANGHAI S. Barcham	Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, Jan. 31, be transhipped at Colombo into a steamer property of Nagasaki, Kobe, In. Tuesday, In	Carrenage To Algeration.) their journey at any point en route.
STRAFTS & BOMBAY { Peshawue	Bombay. Bombay. Bombay. Bombay.	HEINRICH Friday 6th Jan. land, France, and Germany by all trains Atlantice
YOKOHAMA VIA NA- SOCOTRA	Nagasaki, Kobe, in- Sarugula, 1899, at Noon. land Sea, Yokohama, 1899, at Noon. Value of all Packages are required. Sacus	EN Wednesday 1st March, the United States of Canada, obtained on application.
LONDON	the terms and conditions of the Company's Bills Parns	HRINRICH Wednesday 26th April Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the
For Further Particulars, apply to	CISCO, via SHANGHAI, NACASAKI, POTUTEROT FARIBLES, APPLICATION, OF THE LOCAL SUPERINTENDENT.	FRIDAY, the 6th day of January, Southern Pacific, Central Pacific, 1900 at 9 and the Company's Steam- Hyron Pacific, Denver and Rio Grande,
H. A. RITCHIE, Superintendent. [1] Hongkong, 3rd January, 1899.	TONOTATIAL ON THURSDAY, was well Honorong 27th December, 1979.	PRINZ HEINHICH." Captain O. and NORTHERN PACIFIC RAILWAYS; also the rs. with MAILS, PASSENGERS. CANADIAN PACIFIC RAILWAY on payment of the and CARGO, will leave this Port to in addition to the regular tariff rate.
NIPPON VIISEN KAISHA.	Steamers of this line pass through the 110 FHE Steamship	ve. Calling at Naples and Genoa.
. CTHE JAPAN MAIL STEAMSHIP COMPANY.	their journey at any point en route. will be desnatched for the above port on or Special Spec	will be received on Board until 5 P.M. on San Francisco and Chicago, the option of the Sth Tanuary, and Parcels will the Southern Pacific, Central Pacific,
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. DESTINATIONS. SAILING DATES.	There are and Chemany by all trans-Atlantic SHEWAN, TOMES & Co.	eived at the Agency's Omce until Hook Union Pacific, Denvet and the distance of the Agency's And the Arthur direct connecting Railways, and from
MARSEILLES, LONDON, & ANT. (THURSDAY, 5th January	lines of Steamers and to the principal of the parti- tion United States or Canada. Rates and parti- tiongkong, 20th Downbur 1606. be significant to the principal of the parties of the p	ges are required. No Parcel Receipts will Chicago to destination the choice of direct lines ned for less than \$2.50 and Parcels should coed Two Feet Cubic in Measurement. Particulars of the various routes can be had
F. L. Sommer COLOMBO, and PORT SAID	upon application. U.S. MINITED INTERIOR The and of the control of	Steamer has splended accommodation on application. arries a Doctor and a Stewardess. Special refer (first class only) are granted to
TENSHIN MARU ROBE & YOKOHAMA THURSDAY, 12th Janua	y. Missionaries, members of the Neval, minuty, PACIFIC MAIL STEAMSHIP Fo	Missionaries, members of the Naval, Military MELCHERS & CO., Diplomatic, and Civil Services, to European officials in service of China and Japan, and to
THUESDAY, 19th Janua KAGOSHIMA MARY	Government officials and their families.	ngkong, 31st December, 1893. Bovernment officials and their families.
B. Nunome	HONOLULU.	FOR SHANGHAI, KOBE, AND Through Bills of Lading issued for transportation to Yokohama and other Japan Portation to San Francisco, to Atlantic and Inland Cities
MARSEILLES, LONDON, & ANT.	count of 10 per cent. This allowance does not Proposed Sailings from Hongkong.	TOKOHAMA. of the United States, via Overland Ballway, to the United States, via Overland Ballway, via Overland Ballway, to the United States, via Overland Ballway, via Overland
W. Bainbridge COLOMBO, and PORT SAID KINSHIU MARU SEATTLE, WASH., U.S.A., v. KOBE, (THURSDAY, 26th January, Brady	ry, Europe. Shanglai, Nagesaki, SATURDAY, Jan. 21, Wobe Inland Sec. Yo- (1899, at Noon, Can	in Mexico, Central and South America, by the in Rowley, will be despatched as above Company's and connecting Steamers.
THURSDAY ISLAND, TOWNSVILLE, FRIDAY, 27th Janu. Tokio Maru, Brisbane. Sydney, and Mal. 3 at 4 P. 3.	ory, address in full; and same will be received at the holdens and Honordia.) Company's Office until FIVE P.M. the day pre-	Treight or Passage, apply to the day previous to sailing. Parcel Package the day previous to sailing. Parcel Package
J. H. MUTTAY BOURNE t Tading issued for the Principal Cities in	Company's Onice until Five randomy Provided to see the vious to sailing. Vious to sailing. Consular Invoices to accompany Cargo destand Honolulu) Consular Invoices to accompany Cargo destand Honolulu) Honolulu	Agents. Agents. Congkong, 3rd January, 1899. Agents. Congkong, 3rd January, 1899. Congkong,
United States, Canada and Harope, in connection with	tined to points beyond San Francisco in the Company's CHYOFRIODE JANEIRO	OMPAGNIE DES MESSAGERIES MARITIMES. Consular Invoices to accompany Cargo de
Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Compa Local Branch Office at No. 7, Praya Central A. S. MIHARA,	San Prancisco.	United States should be sent to the Company
Manager. Mongkong, 3rd January, 1899.	For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central. OF PEKING." will be despatched for OF PEKING." will be despatched for OF PEKING." will be despatched for OF PEKING."	STEAM FOR For further information as to Passage a
CANADIAN PACIFIC RAILWAY COY.	J. S. VAN BUREN, Agent. SAN FRANCISCO, VIA SHANDHAI, WA. SA. J. S. VAN BUREN, Agent. GASAKI, KOBE, INLAND SEA, YOKO. CO	IGON, SINGAPORE, BATAVIA, Freight, apply to the Agency of the Companion Pondicherry, Madras, No. 7, Praya Central.
ROYAL MAIL STEAMSHIP LINE.	Honekoug. 10th December, 1898. HAMA, and HONOLULU, on SATURDAY. the 21st January, 1899, at Noon, taking Freight the 21st January, 1899, at Noon, taking Freight E	GYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, Hongkong, 17th December, 1898.
THE FAST BOJIE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANAL	LIMITED.	LONDON, HAVRE, BURDEAUX,
CALLING AT SHANGHAI, NAGASAKI. KOBE, YOKOHAMA AND VICTORIA, B.C.	IAND SEA OF JAPAN, and call at Horover IIIII and ressence is are allowed to break their	at NOON, the Company's Steamship
SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000. Tons—10,000 Horse Power—Speed 19 knots	"HAIMUN." Pathurst will be despatched for the	sengers, Specie, and Cargo, will leave this
PROPOSED SAILINGS FROM HONGKONG.	DAYLIGHT. Land, France, and Germany by all translations of lines of steamers, and to the principal cities of lines of steamers, and to the lines of steamers, and to the principal cities of lines of steamers, and the lines of steame	argo and Specie will be registered for Lon- Captain Ellis, will be despatched as above or
(SUBJECT TO ALTHEATION.) (SUBJECT TO ALTHEATION.) EMPRESS OF CHINAComdr. R. Archibald. B.N.B WEDNESDAY, 18th Jab.	DOUGLAS LAPRAIR & CO., the United States of Canada. Indication.	nait through Marseilles for the principal For Freight, apply to
William Town Committee Com	1809 DOUGLAS STEAMSHIP COMPANY, SUROPE have the choice of Overland Rail Co	rgo will be received on board until 4 P.M., ecie and Parcels until 3 P.M. on the 18th Hongkong, 4th January, 1899.
EMPRESS OF JAPANComdr. G. A. Lee, R.N.RWEDNESDAY, 15th Mar. FIGHE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the formula to the property of the powers YOKOHAMA to	MITED. FOR THE PACIFIC, CENTRAL PACIFIC, James BOUTHERN PACIFIC, James AND RIC GRANDE, th	he left at the Agency's Office.)
THE magnificent TWIN-SCHEW STEAMS that we want the voyage YOKOHAMA to INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journe make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TR.	MATWANEOO.	For further Particulars, apply at the Com- "QUEEN MARGARET" ny's Office. Further Master shortly expected here.
of the CANADIAN PACIFIC RAILWAY, WHOLE IS WITHOUT CHANGE.	Close NANYANG,	Agent. load for the above port and will have di
connection is made at Montreal, Quebec, Halliax, New Lora and Dossot with a lines, which passengers to Great Britain and the Continent are given choice of Lines, which passengers to Great Britain and the Continent are AROUND THE WORLD. I	above ports TO MORROW, the 6th inst., at between Sau Francisco and Chicago, the option between Sau Francisco and Chicago, the option between Sau Francisco and Chicago, the option	ALIFORNIA AND ORIENTAL SHEWAN, TOMES & CO.
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.	Naval, DOUGLAS LAPRAIK & CO., UNION PACIFIC, DESCRIBER Railways, and from and other direct connecting Railways, and from	NATAL LINE OF STEAMERS.
Japan Governments.	Horgkong, 4th January, 1899. [109] Chicago to destination the antices of an action routes can be had	ATCHESON TOPEKA & SANTA FE THE Undersigned GENERAL AGENT
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINE TRAINS (the Company having received the highest award for same at recent Chicago V Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCE	orld's LIMITED. OF Explication.	PROPOSED SAILINGS PROM OF LADING for all the principal port
through which the Railway passes. The Triving Cars and MOUNTAIN HOTELS of this route are owned and o	FOR PORT DARWIN, QUEENSLAND Special rates (distributed to the Naval, Military, PORTS, SYDNEY, AND MELBOURNE. Missionaries, members of the Naval, Military, Portion of the Naval, Military, Missionaries, members of the Naval, Military, Missionaries, M	VIA INLAND SEA OF JAPAN AND CRINA STRAM NAVIGATION CO. 8 INTERIOR VIA INLAND SEA OF JAPAN AND CRINA STRAM NAVIGATION CO. 8 INTERIOR PROPERTY FOR PROPERTY FOR THE PROPERTY FOR T
by the Company, and their appointments and Cuisine are unexcelled. For further information. Maps, Guide Books, Bates of Passage, &c., apply to	TSINAN," Government officials and their families.	HONOLULU. For freight and further particulars, apply to
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